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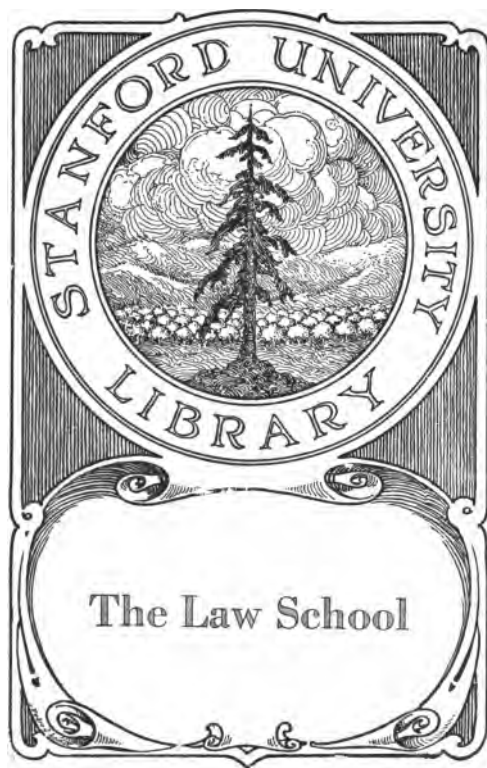
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TWELFTH ANNUAL REPORT

OF THE

Board of Railroad Commissioners

OF THE

STATE OF CALIFORNIA,

FOR THE

YEAR ENDING NOVEMBER 1, 1891.



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OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS.

Rooms 27 and 28, "Chronicle" Building... ..San Francisco.

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REPORT.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, November 1, 1891. }

To his Excellency H. H. MARKHAM, Governor of the State of California:

SIR: In conformity with the provisions of the Constitution of the State of California, requiring this Commission to report to the Governor of this State, we have the honor to submit to you this, our Twelfth Annual Report, for the year ending October 28, 1891. In doing so, we desire to briefly outline the work of the present Commission, and also the scope and character of this report.

The Commission organized on the fifth day of January, 1891, by the election of the Hon. James W. Rea as President of the Board, and James V. Kelly as Secretary.

On the thirteenth day of January, 1891, a resolution was adopted by the Board to the effect that the regular meetings be held every Monday instead of monthly, as heretofore. This was done in order to facilitate and expedite the matters before the Commission.

Much has been said in the past of the failure of this Commission to accomplish the end sought for by the Constitution when the Commission was established. We are unable to determine whether this so called failure is due wholly to the personnel that have composed it in the past, or whether it is attributable, in a measure at least, to the lack of power to regulate and adjust the many questions that have come before it, or whether the people have not availed themselves of the opportunities of presenting their grievances to this Commission. Be it as it may, we can only discuss the facts as we find them and the results that have followed.

It was the aim of this Commission, upon its organization, to give the people an opportunity to present their grievances, and to that end this Board did pass, and cause to be published in all the leading papers throughout the State, a resolution setting forth that this Commission would at stated times visit various points, naming them, for the purpose of hearing any and all complaints against the various railroad companies operating in this State.

This Commission did visit the several places indicated in the published notices, and in many cases the people responded and filed complaints. The evidence was heard thereon; but in many places there were no complaints offered.

The Commission in all cases has endeavored to give the complainants a fair, full, and impartial hearing, without unnecessary delay, setting aside the many rules of procedure, in order to simplify the proceedings and come within the reach of all, thus avoiding the necessity of employing counsel to conduct the case.

In many instances compromises have been effected through the medium of this Commission, and also a number of cases have been presented that do not properly come within the jurisdiction of this body,

between the railroad companies and the people, but have acted as a mediator by consent of the parties concerned, and have in every case adjusted the matters satisfactorily.

We have heard and determined thirty-two cases thus far, and in nearly every case relief has been granted to the complainants.

In this, our Twelfth Annual Report, we have eliminated most all of the details and statistical matter that has heretofore been the custom to embody herein, and have submitted for publication the material matter that has gone to make up the essential features in each case submitted to this Commission. This part of our report we deem very essential, as it gives to the people of California the general formula of all cases presented, and aids those having grievances to set forth their cause of complaint in a simple form.

At the last session of the Legislature an Act was passed requiring "all officers, Boards of officers, Commissioners," etc., to make their reports to the Governor on or before the fifteenth day of September, and every two years thereafter, which was approved March 10, 1891. This will necessitate the changing of the fiscal year from January first to July first, in order to comply with the law. We are of opinion that the change will be met with a degree of satisfaction on the part of a majority of the railroad companies reporting to this Commission.

All of which is respectfully submitted.

JAS. W. REA, President,
J. M. LITCHFIELD,
WM. BECKMAN,

Board of Railroad Commissioners.

JAS. V. KELLY,

Secretary Board of Railroad Commissioners.

PROCEEDINGS OF THE BOARD.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, January 5, 1891. }

The new Board met at 11:15 o'clock A. M.

Present: Commissioners Wm. Beckman, J. M. Litchfield, and J. W. Rea.

There being no objection, Commissioner Beckman acted as temporary Chairman.

Upon motion of Commissioner Litchfield, Jas. V. Kelly acted as temporary Secretary.

Upon motion, Commissioner J. W. Rea was elected permanent Chairman of the Board.

Commissioner Litchfield then moved that Jas. V. Kelly be elected Secretary of the Board. It was so ordered, and the President of the Board then declared Mr. Kelly Secretary of the Board of Railroad Commissioners.

Commissioner Beckman moved to proceed to the election of a Bailiff to the Railroad Commissioners. So ordered.

Commissioner Beckman placed in nomination for Bailiff Charles H. Eldred.

Commissioner Litchfield nominated E. Smith.

Mr. Eldred having received the votes of Commissioners Beckman and Rea, was declared elected Bailiff of the Board. Commissioner Litchfield voted for Mr. Smith.

Commissioner Litchfield moved to proceed to the election of a Stenographer for the Board. Carried.

Commissioner Beckman named E. E. Parlin.

Commissioner Litchfield named F. H. Lumbard.

Mr. Lumbard having received two votes, was declared duly elected Stenographer of the Board of Railroad Commissioners.

SAN FRANCISCO, January 15, 1891.

Mr. Beckman offered the following resolution:

Resolved, That this Commission meet regularly every Monday, at the hour of eleven o'clock A. M., to hear any and all complaints and petitions that may properly come before it, and investigate the same; that this Commission do act upon all complaints now pending before it, and do continue in session from day to day until all complaints are disposed of.

Adopted.

Upon motion of Commissioner Beckman, the Secretary was directed to make the necessary arrangements to move the office of this Commission to the "Chronicle" building, on or before February 1, 1891.

Commissioners voting aye were Beckman and Litchfield; Commissioner Rea voted no.

At the following meeting the Secretary reported that he had secured suitable quarters in the "Chronicle" building.

SAN FRANCISCO, February 1, 1891.

The Los Angeles and Pacific Railroad Company of Los Angeles, Cal., not having made their annual report to the Board, the following resolution was offered by Commissioner Beckman, and adopted by the Board:

WHEREAS, The Los Angeles and Pacific Railroad Company have not made their annual report to this Board as required by law; therefore, be it

Resolved, That the Secretary of this Board be and he is hereby instructed to demand of the above company forthwith their report, informing them that if this demand is not complied with on or before February 28, 1891, this Commission shall call the attention of the Attorney-General to their dereliction of the law and request action thereon.

LIST OF RAILROAD CORPORATIONS FILED SINCE JANUARY 1, 1890.

NAME OF ROAD.	Filed.	Length.	Capital Stock.	Gauge.	Termini.
Pajaro Valley Railroad Co.	Jan. 9, 1890.	20 miles.	\$1,000,000	Narrow.	Watsonville to Salinas.
California Railway Co.	Feb. 5, 1890.	None given.	200,000	Standard.	Alameda to Park Place and others.
Glen Ellen and Los Guillicos Railway Co.	Mar. 22, 1890.	4 miles.	50,000	Standard.	Glen Ellen to Los Guillicos.
Greenwood Railroad Co.	July 8, 1890.	*	500,000	Narrow.	Greenwood, or Donahue Creek, to Elk Creek.
Santa Monica Wharf and Terminal Railway Co.	June 16, 1890.	8 miles.	300,000	Standard.	Santa Monica to three miles from Ballona.
Santa Ana and Westminster Railway Co.	Aug. 5, 1890.	None given.	100,000	Standard.	Santa Ana to Westminster.
San Francisco and Stockton Railway Co.	Aug. 7, 1890.	75 miles.	2,250,000	Standard.	San Francisco Bay to Stockton.
San Bernardino and Eastern Railway Co.	Aug. 11, 1890.	15 miles.	375,000	Standard.	San Bernardino to eastern termini of California Southern Railway.
California Railway Co.	Aug. 18, 1890.	None given.	500,000	Standard.	San Francisco Bay to Park Place and elsewhere.
San José Southern Railway Co.	Aug. 21, 1890.	400 miles.	6,000,000	Standard.	Dumbarton Point to Los Angeles.
California Railroad	Aug. 26, 1890.	None given.	750,000	Standard.	San Francisco Bay to Park Place, to Stockton, etc.
Los Angeles Terminal Railway Co.	Aug. 29, 1890.	140 miles.	3,000,000	Standard.	Bay of San Pedro to Hueneme.
Santa Monica Surf Line Railway Co.	Sept. 26, 1890.	4 miles.	100,000	Standard.	Santa Monica to Ballona.
Manistee Northern Railroad Co.	Nov. 11, 1890.	15 miles.	1,000,000	Narrow.	Manistee to mill of Kennedy & Shaw.
Clear Lake and Northern Pacific Railway Co.	Nov. 17, 1890.	35 miles.	250,000	Narrow.	Lakeport to Hopland.
Clear Lake and Northern Railway Co.	Dec. 27, 1890.	35 miles.	250,000	Narrow.	Lakeport to Ukiah.
Los Angeles Terminal Railway Co.	Jan. 2, 1891.	165 miles.	3,000,000	Standard.	Consolidated with Los Angeles and Glendale and Los Angeles, Pasadena, and Glendale.
Gualala River Railway Co.	Feb. 5, 1891.	103 miles.	1,500,000	Broad.†	Bower's Landing to Cazadero.
San Joaquin Valley Railway Co.	Mar. 4, 1891.	100 miles.	2,000,000	Standard.	Fresno to head of San Joaquin River.
Pasadena and Mt. Wilson Railway Co.	Jan. 11, 1891.	12 miles.	600,000	Not given.	Pasadena to Mt. Wilson.
Long Beach and Alamitos Bay Railway Co.	June 20, 1891.	3 miles.	100,000	Standard.	Long Beach to Alamitos Bay.
The Amador Electric Railway and Light Co.	July 8, 1891.	22 miles.	500,000	Not given.	Long City to Jackson and Plymouth.

* Main, 24 miles; branch, 8 miles; and other branches. † Five feet eight inches.

R. G. SNEATH vs. SOUTHERN PACIFIC COMPANY.

In the case of R. G. Sneath vs. The Southern Pacific Company, complaining of high freights on hay from San Bruno to San Francisco, the same was heard by the Commission. The proceedings were published in full in the Tenth Annual Report of this Commission, but the decision of the Board was not filed with the Secretary until after the report had gone to press; hence, we publish below the Commissioners' decision therein:

COMMISSIONERS' DECISION.

R. G. SNEATH, *Plaintiff*,
 vs.
 THE SOUTHERN PACIFIC COMPANY, *Defendant*.

This matter coming regularly before the Commission to be heard, the plaintiff appearing in person, and the defendant represented by its counsel, H. V. Morehouse, Esq.

This Commission having heard the testimony adduced by both sides, and having granted both parties the greatest latitude in the introduction of evidence, and having carefully considered both the law and the facts, and being fully advised in relation thereto, hereby decide that the plaintiff has no tenable cause for complaint.

We are not unmindful that sometimes the location of a shipper, as to his being near or remote from market, or that he may be situated at a point along the route of a railway where competition by water or teams may affect the volume of traffic or the rate of charges, seemingly shows a discrimination in rates by a railway. But those are conditions of a physical character, which neither this Commission nor the defendant can control. In this case, we are fully satisfied that the defendant has in no way discriminated against plaintiff. This Commission has fixed and adopted the schedule now in operation, and to change the same would necessitate the revision of the tariff of the entire system, and, all interests being considered, we have been unable to determine a more equitable rate.

P. J. WHITE, President,
 JAMES W. REA,
 A. ABBOTT,
 Commissioners.

GUS. WALTERS vs. SOUTHERN PACIFIC COMPANY.

COMPLAINT.

GUS. WALTERS, *Plaintiff*,
 vs.
 THE SOUTHERN PACIFIC COMPANY, *Defendant*.

To the honorable the Board of Railroad Commissioners of the State of California:

The plaintiff, Gus. Walters, complains of the defendant, and for cause of action avers:
First—That on the twelfth day of October, A. D. 1890, the defendant, through its agent, entered into a written contract with the plaintiff herein for the transportation of three horses from Visalia to the city of Los Angeles.

That according to the terms of said contract, the defendant agreed to ship said horses from and to the points above named for the sum of \$57.

That plaintiff then and there delivered to the defendant, the Southern Pacific Company, at Visalia, the said horses.

That the defendant shipped the said horses to Los Angeles, and there notified this plaintiff of their arrival.

That the plaintiff tendered the Southern Pacific Company, the defendant herein, the sum so agreed upon, i. e., \$57, to the agent of the defendant at Los Angeles, and demanded the said horses.

That the defendant, through its agent, then and there refused to deliver the said horses unless the plaintiff pay an additional sum of \$10.

That the plaintiff paid the extra charge so demanded under protest.

That this plaintiff was inconvenienced thereby, and now prays this honorable Board that the defendant, the Southern Pacific Company, be compelled to reimburse the said plaintiff herein, and for such other and further relief as may be proper, and your petitioner will ever pray.

GUS. WALTERS.

Filed in office of Railroad Commissioners, December 5, 1890.

JAS. V. KELLY,
 Secretary.

ANSWER.

Before the Board of Railroad Commissioners.

SAN FRANCISCO, December 11, 1890.

Mr. JAS. V. KELLY, Secretary State Board of Railroad Commissioners, Phelan Building, City:

DEAR SIR: I beg to return herewith the complaint against this company, of Gus. Walters, which you courteously placed in the hands of our General Manager, A. N. Towne, for any suggestions we may desire to offer in relation to it. Mr. Towne has asked me to give you, briefly, the facts for your information.

First—Mr. Walters has filed no claim with us, and on searching our records here we find no complaint from him as to excessive charges, so that this appeal to your honorable Commission seems to have been Mr. Walters' initial move for redress.

Secondly—Mr. Walters has no claim whatever against this company, and his complaint is, as you will note, altogether at variance with the contract on which he bases it. The contract is dated Visalia, October twelfth, and guarantees a rate of \$57 per car of three horses from Goshen Junction to University Station, Los Angeles County, California. Goshen Junction is the initial point on our line. Visalia is a point on the Visalia Railroad, and \$10 we understand to be their charge for the transportation from Visalia to Goshen Junction. The charge on our line for the service, Goshen Junction to University, is in accordance with the contract.

All of this we would have taken pleasure in explaining to Mr. Walters had he referred the matter to us.

Yours truly,

C. F. SMURR.
Per SPROUL.

GEO. J. CAMPBELL, JR., vs. CALIFORNIA CENTRAL RAILWAY.

COMPLAINT.

GEO. J. CAMPBELL, JR., *Plaintiff,*

vs.

CALIFORNIA CENTRAL RAILWAY, *Defendant.**To the honorable the Board of Railroad Commissioners of the State of California:*

DEAR SIR: On the twelfth day of July, 1889, in Los Angeles, at the up-town office of the California Central Railway, I purchased one first class ticket for San Diego. On presenting the same to the baggage agent of the California Central Railway at depot, and finding the excess baggage rate from Los Angeles to San Diego to be \$1.20 per one hundred, and knowing I could sometimes use a ticket when I had no baggage, I went to the office at depot, purchased another first class ticket to San Diego, and on presenting the two tickets to the baggage agent of the California Central Railway, was told by him that because I was a commercial traveler he would recognize only one ticket for one hundred and fifty pounds of baggage free, instead of three hundred pounds, as it should be. I had four hundred and twenty pounds of baggage, and offered to pay the excess on the other one hundred and twenty pounds, but he would not accept it, and I had to pay on two hundred and seventy pounds, because I did not want to remain in Los Angeles to consult the law.

The agent said commercial travelers, who have large amounts of baggage, sometimes borrow tickets from other people to check baggage on. Yet those tickets are sold without a contract, and if there is no written law, there is an unwritten law, which is just as good, that for a long time they have been entitled to one hundred and fifty pounds of baggage free, and there is no contract on these first class unlimited card tickets that says they are not transferable, nor do you sign any contract.

What I want to know is, Can the California Central Railway, or their agents, discriminate against commercial travelers; and if first class unlimited tickets are not entitled to one hundred and fifty pounds of baggage, no matter by whom presented? It appears to me that when the railway accepts good and lawful money for a first class unlimited ticket, which is sold without a contract, that it is entitled to one hundred and fifty pounds of baggage. Hoping your honorable Board will give this your attention,

I remain very truly yours,

GEO. J. CAMPBELL, JR.,
Vallejo, Solano County, Cal.

ANSWER.

K. H. WADE, Esq., General Manager, Building:

DEAR SIR: At your request, I have examined the complaint of George J. Campbell, Jr., of Vallejo, as laid before the Board of Railroad Commissioners of this State.

In his complaint he states that on July 12, 1889, he purchased a first class ticket from

Los Angeles to San Diego, and on that ticket attempted to check four hundred and twenty pounds of baggage to be carried on the same train. Finding that his ticket only covered a hundred and fifty pounds, according to the usage of our company, he went and bought another ticket, which he did not expect to use at that time, but laid it away for future use, after having tried and failed to get an extra hundred and fifty pounds of baggage checked on that ticket. In other words, he complains because he was not allowed to check three hundred pounds of baggage to accompany himself as the only passenger entitled thereto, or having any interest therein.

The obligation of a common carrier to carry the baggage of a passenger is in this State regulated by statute.

Section 2180, Civil Code, provides that "A common carrier of persons, unless his vehicle is fitted for the occupation of persons exclusively, must receive and carry a reasonable amount of luggage for each passenger without charge, except for an excess of weight over one hundred pounds to a passenger."

You will observe that the limitation is one hundred pounds. Our road has been accustomed to carrying one hundred and fifty pounds with each passenger, and this we offered to do for Mr. Campbell. You will also observe that the quantity to be carried is regulated by the number of passengers, and not by the number of tickets sold to or held by any one passenger, and you can very readily see the reason for this rule. A commercial agent like Mr. Campbell might be a passenger over our line once a week, or oftener if he saw fit, and he could carry any number of pounds of baggage by simply purchasing a few extra tickets in advance of the time he intended to use them.

The quantity of baggage is limited, as I have said, to the number of passengers, and the Courts have even gone so far as to hold that a passenger cannot take the baggage of another person and check it on his ticket, or, as Mr. Thompson in his work on "Carrier of Passengers," page 512, states the doctrine: "The property of another person cannot be carried as a passenger's baggage," and this notwithstanding the other is also a passenger upon the same boat. In 3 Wood's Railway Law, page 1512, that author states the rights of a common carrier to limit the amount of baggage to be carried free of charge for any one passenger to a reasonable amount, and while we are carrying fifty pounds more than the law requires us to carry, I do not see what cause of complaint Mr. Campbell can have.

Upon this same question I have fully instructed our baggage agent, telling him to decline to check any one piece of baggage of overweight, without the payment of the extra baggage, no matter how many tickets might be presented at the time of checking, unless he was thoroughly satisfied that the requisite number of passengers to cover the excess in baggage, and who had an ownership or interest therein, were going out upon the same train as fellow passengers with the party requesting the checking, and I suppose that it was in obedience to this opinion that our baggagemaster acted in refusing to check a stock of goods for Mr. Campbell.

If Mr. Campbell's theory is correct, a party holding a thousand-mile ticket who wished to move from Los Angeles to Pasadena, a distance of ten miles, would be entitled to take with him as personal baggage over seven tons of freight, because his thousand-mile ticket entitles him to take with him as many associates as he pleases, or ride out the ticket by running backwards and forwards between any two given stations on the line of the road of the company issuing the ticket.

Mr. Campbell's complaint, instead of being entitled a complaint against our company for discriminating against him, should be entitled a complaint for not discriminating in his favor. The act of our baggageman was strictly in accordance with the provisions of the law, while to have complied with Mr. Campbell's request would have been a violation of the law.

Yours truly,

A. BRUNSON,
Solicitor.

Upon motion, the complaint of Campbell vs. California Central Railway Company was dismissed.

E. S. BRYANT AND J. H. MILLER vs. SOUTHERN PACIFIC COMPANY.

COMPLAINT.

E. S. BRYANT AND J. H. MILLER, *Plaintiffs*,
vs.
SOUTHERN PACIFIC COMPANY, *Defendant*.

To the honorable Board of Railroad Commissioners:

We, the undersigned citizens of Latrobe, El Dorado County, desire to present our grievances in reference to freights and fares on said line of railroad, known as the Sacramento and Placerville Railroad:

First—The schedule price for wood from this station is \$16 per car—seven cords of live-oak or white oak and nine cords of pine—and wood is billed at the schedule rate; but when the bills are made out they run from \$16 to \$21 per car, the company claiming the wood is overweight. Hence, we cannot sell wood at any stipulated price, as we cannot tell what the freight will be. We have no voice in the weighing—only one side to fix the price. Rate three miles below is \$15. We are told by the company we can have the same rates by hauling to the \$15 station—an insult to common decency.

Second—We are not permitted to ship chickens, eggs, or butter unless we pay Wells-Fargo charges. We all know Wells-Fargo means the Southern Pacific Railroad Company.

Third—We have sixty miles of railroad running through a stock country. Grazing is the principal industry, and not a stock pen or corral on the whole line of road. If we had stock pens they would be of no use to our people, for the reason that the schedule rate is \$28 per car of twenty thousand pounds or less to Sacramento, while carload rates from Sacramento or Elk Grove to San Francisco are \$16. The distance from Latrobe to Sacramento is thirty-seven miles, down grade, requiring no strain.

Such manipulations have impoverished our people and will bankrupt the country in my opinion. If we had reasonable rates the road might benefit us, but when the rates destroy our market we would be better off if we had no road.

Our people are paying 5 per cent on \$200,000, growing out of this railroad. No people can prosper under such tyranny.

We know that carload rates on wood should not be above \$12, if we propose to allow the men who get it on the track a decent living. On pine wood, that sells for \$5 50 per cord, we pay \$2 22½ to get it to Sacramento. On oak we pay \$2 28½. We pay for chopping, \$1 51; for hauling, from \$1 to \$1 50 per cord. We pay for loading and unloading. I want you to figure where these people will get off.

We have provided a Railroad Commission to adjust such matters, and see that justice is done to the people, and also to the railroads. All we ask is justice, and that we hope to get from your hands. Knowing we have no appeal from your Board, we expect it from you.

Another matter I wish to present, and that is that one merchant bought a certain lot of wood, and sold it in Sacramento, to be delivered at a certain price. Was not advised as to the new system of manipulation, and received a bill to-day for \$19 88 for overcharges on freight, which he had to pay out of his own pocket. You can judge from this transaction the condition our people are in when they wish to enter the market with their products.

J. H. MILLER.
E. S. BRYANT.

STATE OF CALIFORNIA, }
County of El Dorado, } ss.

J. H. Miller and E. S. Bryant being duly sworn, each for himself and not one for the other, deposes and says that the foregoing statement is true to the best of their knowledge and belief.

J. H. MILLER.
E. S. BRYANT.

Subscribed and sworn to before me the twelfth day of June, 1891.

JOHN McCARTY,
Notary Public.

SUMMONS.

Before the Board of Railroad Commissioners of the State of California.

E. S. BRYANT AND J. H. MILLER, *Plaintiffs,* }
vs. }
SOUTHERN PACIFIC COMPANY, *Defendant.* }

The People of the State of California send greeting to Southern Pacific Company (a corporation), defendant:

You are hereby required to appear and make answer to the complaint of E. S. Bryant and J. H. Miller, duly sworn to and on file with this Board of Railroad Commissioners, a copy of which is attached hereto, within fifteen days from the day of service. The plaintiffs complain of excessive freight charges between Latrobe, El Dorado County, and Sacramento.

Given under my hand and seal of the Railroad Commissioners of the State of California, this twenty-fourth day of June, in the year of our Lord one thousand eight hundred and ninety-one.

JAS. V. KELLY,
Secretary Board of Railroad Commissioners.

STATE OF CALIFORNIA,
City and County of San Francisco. }

I, Charles H. Eldred, Bailiff of the Board of Railroad Commissioners, hereby certify that I personally served the within summons on A. N. Towne by delivering to him personally, in San Francisco County, State of California, a printed copy of said summons attached to a printed copy of the complaint of E. S. Bryant and J. H. Miller vs. The Southern Pacific Company (a corporation), as attached hereto.

Dated San Francisco, this twenty-fourth day of June, 1891.

CHARLES H. ELDRED,
Bailiff of the Board of Railroad Commissioners, State of California.

ANSWER.

Before the Board of Railroad Commissioners of the State of California.

E. S. BRYANT AND J. H. MILLER, *Plaintiffs,* }
vs. }
SOUTHERN PACIFIC COMPANY, *Defendant.* }

The above named defendant, without in any manner waiving, but in all things expressly insisting upon the objection herein expressly made, that the complaint of the plaintiffs above named does not state facts sufficient to authorize this proceeding, and does not conform to the requirements of Section 9, Chapter LIX, Statutes of 1880, for answer in its behalf to said complaint, admits, denies, and avers as follows, to wit:

Defendant denies that the rates on wood, or that the schedule prices are as stated in the complaint; but to the contrary avers that the rates on wood from Latrobe to Sacramento are \$16 per car of ten tons in weight, or seven cords of oak, at shippers' option, and \$16 per car of nine cords of nut pine.

Defendant denies that shippers are not permitted to ship chickens, or eggs, or butter unless they pay Wells-Fargo charges; but on the contrary avers that shippers are allowed to ship chickens, eggs, butter, and all other produce over the railroad of this defendant at the fixed and established charges and rates of this defendant.

Defendant denies that Wells-Fargo means Southern Pacific Railroad Company, or that the Southern Pacific Railroad Company means Wells-Fargo.

Defendant denies that the schedule rate is \$28 per car of twenty thousand pounds, or less, from Latrobe to Sacramento on stock; but on the contrary avers that the rate from Latrobe to Sacramento is \$25 per car for cattle and \$20 per car for sheep.

Defendant denies that the rates from Sacramento or Elk Grove to San Francisco on stock are \$16 per car; but on the contrary avers that the said rates are \$20 per car for cattle and \$16 per car for sheep.

Defendant denies that a down grade requires no strain; but on the contrary avers that a down grade requires great strain.

Defendant denies that such or any manipulations have impoverished the people, or will bankrupt the county in which the plaintiffs reside; but, to the contrary, avers all its rates in said county of El Dorado are reasonable and just; that the said line of railroad passing through said county is a branch line, with its terminus in the city of Sacramento.

Defendant denies that any tyranny is practiced by it, and denies that carload rates on wood should not be above \$12.

Defendant denies that the plaintiffs have provided a Railroad Commission to adjust such matters; but, to the contrary, avers this honorable Commission has been established by the people of this State, under their Constitution.

As to all other matters charged in said complaint not hereinbefore expressly denied or explained, defendant denies the same generally and specifically.

J. C. MARTIN,
Attorney for Defendant.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

C. F. Smurr, being duly sworn, deposes and says that he is an officer, to wit: General Freight Agent, for the defendant (a corporation), and makes this verification for and in behalf of said defendant, that he had read the foregoing answer and knows the contents thereof, and that the same is true of his own knowledge, except as to matters therein stated on his information or belief, and as to the other matters, that he believes it to be true.

Subscribed and sworn to before me, this eighth day of July, 1891.

C. F. SMURR.

E. B. RYAN,
Notary Public.

Filed in office of Railroad Commissioners, July 9, 1891.

JAS. V. KELLY,
Secretary.

SAN FRANCISCO, July 13, 1891.

In the matter of the complaint of E. S. Bryant and J. H. Miller, of Latrobe, the Southern Pacific Company having filed its answer, upon motion of Commissioner Litchfield, the whole matter was referred to Commissioner Beckman for investigation.

SAN FRANCISCO, September 21, 1891.

In the matter of the complaint of E. S. Bryant and J. H. Miller, of Latrobe, El Dorado County, vs. The Southern Pacific Company, Commissioner Beckman moved that the Commission hold a session at Latrobe, on October 15, 1891, at 11 o'clock, to hear said case, and that the Secretary be directed to give notice thereof according to law.

So ordered.

The following statement is given in evidence on the part of the Southern Pacific Company in rebuttal to the testimony offered by the plaintiffs at the hearing at Latrobe:

SAN FRANCISCO, October 16, 1891.

Mr. JAMES V. KELLY, *Secretary State Board of Railroad Commissioners, "Chronicle" Building, San Francisco, California:*

DEAR SIR: In matter of complaint of Messrs. Miller and Bryant of exorbitant rates on wood from Latrobe to Sacramento; collusion with Express Company with respect to the movement by freight of butter and eggs; lack of loading facilities for live stock; and excessive rates on live stock, desire to present, in way of evidence and refutation of testimony given at your recent meeting at Latrobe, the following facts, to which I am prepared to affirm, if it be your pleasure:

There are various localities in which wood is chopped and from which it is shipped to the Sacramento market. The following statement, showing stations from which wood is shipped, distance and rate to Sacramento, in comparison with distance and rates charged from stations equidistant on the Sacramento and Placerville road, will, I think, demonstrate to your honorable body that the prayer of the Latrobe wood men is one intended only to further their own selfish interests, and if granted would exclude other communities who are as much entitled to the privileges of the Sacramento market as are the good people of Latrobe and vicinity:

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

RATES ON CORDWOOD.

Seven Cords Live Oak,
Nine Cords Nut Pine, or 20,000 lbs.

Seven Cords, or 20,000 lbs.

	Miles.	Rate.	Tonnage.		Miles.	Rate.	Tonnage.
Brighton	5	\$5 00	20,000	Ben Ali	6	\$5 00	142,855
Mills	12	9 00	60,000	Arcade	8	9 00	60,000
Folsom	22	12 00	2,020,000	Antelope	14	11 00	20,000
White Rock	29	16 00	60,000	Elk Grove	16	10 00	22,400
Cothrin	34	16 00	1,202,960	Roseville	18	12 00	120,000
Latrobe	37	16 00	1,200,000	Woodland	23	15 50	68,120
Bryant	39	16 00	1,836,170	Loomis	25	16 00	894,795
Brandon	40	16 00	2,634,100	Penryn	28	16 00	227,500
Dugan	42	16 00	1,094,255	Yolo	28	18 00	20,000
Bennett	44	16 00	948,535	Lincoln	29	14 00	1,640,000
Shingle Springs	48	16 00	3,040,000	Newcastle	31	16 00	23,400
Cummings	51	18 00	1,801,425	Acampo	32	14 00	40,000
El Dorado	53½	18 00	1,020,000	Auburn	36	16 00	1,100,000
Diamond	56	18 00	260,000	Bowmans	39	16 00	20,000
Placerville	59½	20 00	20,000	Wheatland	40	17 00	20,000
				Clipper Gap	43	16 00	1,573,600
				Applegate	46	17 00	2,344,505
				New Eng. Mills	49	17 00	818,305
				Landers	51	18 00	622,235
				Arbuckle	51	20 00	115,360
				Marysville	52	18 00	435,000
				Colfax	54	18 00	354,575
				Secret Town	62	19 00	294,670
				Towles	70	20 00	373,085
Total			17,319,445	Total			11,350,405

RATES ON LIVE STOCK IN CARLOADS.

In dollars and cents per car; to be loaded and unloaded by owner, and to be shipped under a special live stock contract.

TO SACRAMENTO FROM—	Horses.	Cattle.	Hogs and Sheep.
Brighton	\$5 00	\$5 00	\$5 00
Perkins	5 00	5 00	5 00
Manlove	8 00	8 00	8 00
Mayhew	10 00	10 00	10 00
Routier	12 00	12 00	10 00
Mills	12 00	12 00	10 00
Soudan	13 00	13 00	10 40
Salsbury	13 00	13 00	10 40
Natoma	14 00	14 00	11 20
Alder Creek	15 00	15 00	12 00
Folsom	17 00	17 00	13 60
White Rock	25 00	25 00	20 00
Cothrin	25 00	25 00	20 00
Latrobe	25 00	25 00	20 00
Bryant	26 00	26 00	20 80
Dugan	28 00	28 00	22 40
Bennett	28 00	28 00	22 40
Shingle Springs	30 00	30 00	24 00
El Dorado	32 00	32 00	25 60
Diamond	33 00	33 00	26 40
Placerville	34 00	34 00	27 20

In this statement I present to you the tonnage, as well as distances and rates, and we would much deprecate should your honorable body think it proper to order a reduction in rates from Latrobe and other wood-shipping points on that road, for the result would be a corresponding reduction from other wood-shipping points on other portions of the system, thus placing our Latrobe friends in practically the same position in relation to

these other competing wood-shipping points that they are to-day, and depriving this company of much needed revenue, for it can be easily demonstrated that the Sacramento and Placerville Railroad is not self-sustaining.

As to the charge of collusion between the express and railroad companies, we deny this in toto, and the testimony of our agent, Mr. Duden, which is of record with your honorable body, controverts the charge as made.

In the matter of lack of stock corrals and loading chute, we would say that at no time have we been asked to provide such facilities. There has been no proffer in the past of stock in carload lots from Latrobe or other stations in that vicinity. We have diligently sought information on the subject, and cannot gather such as would warrant an expenditure on the part of this company in the direction indicated. We have reviewed our record of the Elk Grove shipments for the first nine months of 1891, and do not find that Mr. E. S. Bryant's name appears thereon as a cattle or other stock shipper. This is mentioned in view of his declaration, under oath, that he had driven two hundred head to the vicinity of Elk Grove this spring for shipment, although it is possible that the cattle he referred to might have been shipped in some other name. The total cattle shipments from that station for the period named aggregates twenty-four carloads, of which two hundred head would make ten carloads.

In the matter of cattle tariffs, in the absence of business offering, the only rate our agent could quote would be the standard tariff. Should it be shown that said rates were higher than would warrant shipment by rail, certainly the question would be taken under advisement, given careful consideration, and such action taken as would be in the best interests—which would naturally be to stimulate the cattle-fatening industry in that vicinity, and certainly to attract the cattle movement to the rails of this company rather than to have them driven over the country roads to market.

Relative to the testimony offered under oath that this company had a rate in force of \$24 per car, twenty-seven cords of wood, Dunsmuir to Sacramento, have to say that this is wholly in error. The only rate on wood—Dunsmuir to Sacramento to-day, or that has prevailed in the past—is that of \$30 per car of seven cords, or twenty thousand pounds; in other words, \$4 28 per cord.

With this statement of the facts pertaining to complaints referred to, we desire to submit our case to your good judgment.

Yours truly,

C. F. SMURR.

Filed in office of Railroad Commissioners, October 17, 1891.

JAS. V. KELLY,
Secretary.

The Commission having met at Latrobe as per resolution, and having heard all the evidence attainable, and having had the same under advisement, do find the following to be the facts, and render decision accordingly:

DECISION OF THE BOARD.

OFFICE STATE BOARD OF RAILROAD COMMISSIONERS OF CALIFORNIA,
SAN FRANCISCO, Monday, October 19, 1891.

In matter of complaint of J. H. Miller and E. S. Bryant, of Latrobe, El Dorado County, California, vs. Southern Pacific Company (a corporation), charging:

First—That excessive rates are charged on wood from Latrobe to Sacramento.

Second—Collusion between Wells-Fargo Express Company and the Southern Pacific Railroad Company, thereby forcing shipments of butter and eggs by express.

Third—Lack of facilities for loading live stock.

Fourth—Excessive live stock rates.

After visiting Latrobe and taking all the evidence obtainable, it is the sense of this Commission that Count No. 1 is not sustained.

Count No. 2.—The evidence showed that this charge was without any foundation whatever.

Count No. 3.—That subject to thirty days' notice of intended live stock shipments in vicinity of Latrobe, a corral with suitable loading chute should be provided at that point for the accommodation of the public.

Count No. 4.—We think the rates on live stock can properly be reduced, and that at our next meeting we will have prepared a new schedule on all live stock on the line of this road.

WM. BECKMAN,
J. M. LITCHFIELD,
Commissioners.

[SEAL]

Attest: JAS. V. KELLY,
Secretary Railroad Commission.

On November 2, 1891, the following resolution was offered by Commissioner Beckman:

Resolved, That the following schedule of rates be and they are hereby established, to take effect December 1, 1891.

(Signed:)

J. M. LITCHFIELD,
WM. BECKMAN,
Commissioners.

Adopted.

RATES ON LIVE STOCK ON SACRAMENTO AND PLACERVILLE RAILROAD.

Rates in dollars and cents per carload of 20,000 pounds.

FROM—	To Sacramento.			To Stock Yards.	To San Francisco.
	Horses.	Cattle.	Sheep and Hogs.	Cattle.	Cattle.
Perkins.....	\$5 00	\$5 00	\$5 00	\$22 50	\$25 00
Manlove.....	7 00	7 00	7 00	23 00	25 00
Mayhew.....	7 00	7 00	7 00	23 00	28 00
Routier.....	8 00	8 00	8 00	25 00	28 00
Mills.....	8 00	8 00	8 00	25 00	28 00
Soudan.....	9 00	9 00	9 00	25 00	28 00
Salsbury.....	9 00	9 00	9 00	28 00	30 00
Natoma.....	10 00	10 00	10 00	28 00	30 00
Alder Creek.....	10 00	10 00	10 00	28 00	32 00
Orchard.....	11 00	11 00	10 00		
Folsom Junction.....	11 00	11 00	10 00		
Folsom.....	12 00	12 00	10 00	30 00	32 00
White Rock.....	14 00	14 00	11 20	32 00	32 00
Cothrin.....	15 00	15 00	12 00	32 00	33 50
Latrobe.....	16 00	16 00	12 80	33 50	33 50
Bryant.....	17 00	17 00	13 60	33 50	34 00
Branden.....	17 00	17 00	13 60		
Dugan.....	17 50	17 50	14 00	33 50	35 00
Bennett.....	18 00	18 00	14 40	34 00	36 00
Shingle Springs.....	18 50	18 50	14 80	35 00	36 00
Cummings.....	19 00	19 00	15 20		
El Dorado.....	19 50	19 50	15 60	36 00	36 00
Diamond.....	20 00	20 00	16 00	36 00	37 00
Placerville.....	20 50	20 50	16 40	36 00	37 00

ANSWER OF SOUTHERN PACIFIC COMPANY CONCERNING RATES AS FIXED.

SOUTHERN PACIFIC COMPANY, OFFICE OF THIRD VICE-PRESIDENT, }
SAN FRANCISCO, November 3, 1891. }

To the Board of Railroad Commissioners of the State of California:

GENTLEMEN: I am in receipt of your communication of November 3, 1891, covering schedule of rates over Placerville Division, Southern Pacific Company, adopted by your Commission November 2, 1891.

The Southern Pacific Company is advised by counsel, and believes that your Board cannot legally fix the rates to be charged for transportation over any of the lines of railroad operated by that company, and therefore respectfully protests against your action in that respect.

Very respectfully,
(Signed:)

J. C. STUBBS.

PETITION FROM CITIZENS OF PORTERVILLE AND VICINITY.

A petition signed by two hundred and sixty-two citizens of Porterville and vicinity, Tulare County, was laid before the Commission by the Secretary for consideration.

The petitioners sought relief from excessive rates and insufficient transportation facilities furnished by the railroad company for freight.

It being deemed best by the Commissioners to visit the locality where the trouble exists, the following resolution was introduced by Mr. Beckman, and seconded by Mr. Litchfield:

Resolved, That this Board meet at Porterville, on the Fresno branch of the Southern Pacific Company, on Thursday, February 5, 1891, at 11 o'clock A.M., to hear any and all complaints, and investigate the same; due notice to be given the residents of that vicinity by advertising in a daily or weekly newspaper published in the town of Porterville for two weeks, as required by law.

Adopted.

The Secretary was also instructed to write a personal letter to complainants—addressing letter to Mr. Gilman, notifying him that the Railroad Commission would meet at Porterville on Thursday, February 5, 1891, at 11 o'clock A. M., to hear all complaints.

J. B. HACKETT vs. SOUTHERN PACIFIC COMPANY, AND P. T. CHAPMAN vs. SOUTHERN PACIFIC COMPANY.

The complaints of J. B. Hackett vs. Southern Pacific Company, and P. T. Chapman et al. vs. The Southern Pacific Company, complaining of freight charges on the Fresno branch of the Southern Pacific Company, and commonly known as the Porterville branch, were continued by the Board, to be taken up at the session to be held in Porterville, owing to the similarity of these cases to the case of J. W. Gilman et al. vs. The Southern Pacific Company.

COMPLAINT.

To the honorable Board of Railroad Commissioners of the State of California:

We, the undersigned business men of Porterville, Tulare County, California, and vicinity, would most respectfully petition your honorable body and ask that you investigate and relieve us, if possible, from the unjust discrimination in freight rates on the Stockton and Tulare Railroad, as such freight rates are enormously high and manifestly unjust to us as shippers.

All of which is respectfully submitted, and for which your petitioners forever pray.

P. T. CHAPMAN,
Druggist.

Filed in office of Railroad Commissioners, January 12, 1891.

JAS. V. KELLY,
Secretary.

The above complaint was signed by thirty-five other business men.

COMPLAINT.

To the honorable Board of Railroad Commissioners:

My grievances are that the freights are too high to Porterville on my line of goods for me to compete with my competitors, that is, the hardware and agricultural implement men of Tulare City. The difference in miles is twenty-six. The difference in freight is as follows: Carload lots on wagons and machines: Tulare City, 72 cents per one hundred pounds; Porterville, 76 cents; 4 cents difference. Single wagons and machines: Tulare, 97 cents; Porterville, \$1 12; 15 cents per one hundred pounds difference. Barbed wire, carload: Tulare, 81 cents; Porterville, 98 cents; 17 cents per one hundred pounds difference; by the ton: Tulare, 97 cents; Porterville, \$1 12; 15 cents difference. This is San Francisco.

Plow points from Stockton to Tulare, \$1 24½ per one hundred pounds; to Porterville, \$1 42½; 18 cents difference. Terra cotta from San Francisco, \$1 68 per one hundred pounds this year; last year, \$1 12 per one hundred pounds; 56 cents difference.

If you can give me an equal show with my opponents you will be granting my prayer.

Respectfully,

J. B. HACKETT.

Filed in office of Railroad Commissioners, February 5, 1891.

JAS. V. KELLY,
Secretary.

J. W. GILMAN ET AL. vs. SOUTHERN PACIFIC COMPANY.

COMPLAINT.

Before the Board of Railroad Commissioners of the State of California.

J. W. GILMAN ET AL., *Plaintiffs,*
 vs.
 THE SOUTHERN PACIFIC COMPANY, *Defendant.* }

To the honorable Railroad Commissioners, and Hon. James W. Rea, representing the Third District:

We, your petitioners, ask of you to take steps and see whether the S. P. R. R. Co., or the so called P. I. Co., that now has a road constructed and in working order from Porterville, in Tulare County, to Poso, in Kern County, where it connects with S. P. R. R. Co.'s main line. That the said line is operated by the S. P. R. R. Co., to the great detriment and direct injury to the people who are compelled to do business over this portion of the road. That our shipments south of Porterville, which point is now the terminus of the so called Oakdale and Poso road. That the Southern Division of the said Oakdale and Poso Railroad starts from Fresno and terminates at Porterville. That in our belief, the said portion of the road now operated between Fresno and Porterville has excessively high freight and passenger rates, which are not in accordance with the law. That the portion of the road between Porterville and Poso is operated at the pleasure of the S. P. R. R. Co., and that the freight rates charged thereon are excessive and beyond all reason. That the rate from Plano to Porterville, a distance of one and one half miles, for carload lots on grain, is 25 cents per ton over and above the charges from Porterville. That the corresponding rates on the main line of the S. P. R. R. Co., for the distance of ten miles, is only 5 cents per ton between stations. That the S. P. R. R. Co., or the P. I. Co., did not act in good faith with the people from whom they received rights of way, under the promise that they would operate their road and would make it a benefit to the community at large. That the town of Plano supports two stores, two hotels, two churches, two saloons, two blacksmith shops, butcher shop, grain warehouse, a barley mill, and is the Post Office for the delivery of mail for three hundred or more people. That the said S. P. R. R. Co. says that the business of Plano and the surrounding country will not warrant them in maintaining a side track or spur track, even when constructed at the expense of the community. That the town of Plano will ship this season in wheat alone five thousand tons. That the station of Terra Bella, seven miles south of Plano, will ship ten thousand tons. That the other portion of the road south of Terra Bella to Poso will ship five thousand tons. At an average rate to Port Costa, south of Terra Bella, \$4 75, and from Terra Bella and Plano, \$4 60 per ton, the total freight on the above would amount to \$92,750. Had this road been operated by daily trains and in the same manner that all other roads are operated, those shipments would have been 50 per cent more. That your petitioners demand that your Commission will compel the S. P. R. R. Co., or the P. I. Co., to operate this line as they do all others, and not to discriminate against us in freights and fares. And furthermore, that your petitioners demand a side track at the town of Plano, to enable us to transact our business. And we humbly ask that your Commission take immediate action in this matter.

Filed in office of Railroad Commissioners, December 5, 1890.

JAS. V. KELLY,
 Secretary.

The above complaint is signed by one hundred and sixty-five residents of that community, and most of them are farmers and grain dealers.

ANSWER.

SOUTHERN PACIFIC COMPANY, }
 OFFICE OF THE GENERAL TRAFFIC MANAGER, }
 SAN FRANCISCO, January 17, 1891.

Mr. J. V. KELLY, *Secretary Board of Railroad Commissioners, City:*

DEAR SIR: Returning herewith petition of the citizens of Porterville, in which they ask that you "investigate and relieve us, if possible, from the unjust discrimination in freight rates on the Stockton and Tulare Railroad, as such freight rates are enormously high and manifestly unjust to us as shippers," I beg to say:

There is no "unjust discrimination" in freight rates on the Stockton and Tulare Railroad, as will appear by investigation of the rates, schedules of which are inclosed herewith, and rates are not "enormously high," but are manifestly just and reasonable.

GRAIN RATES.

I presume the first and most important item affecting the interests of Porterville, is the grain rate. From the tariff inclosed, it appears that the rate on grain, carloads, from Porterville to Port Costa, two hundred and forty-three miles, is \$4 25 per ton, being the same rate per mile as charged from points on the main line for like distances to Port Costa. Instead of being a "discrimination," therefore, the rates are practical y more favorable to the Porterville shippers than to main line shippers, because it is a well known fact in transportation that it costs more to handle a limited amount of tonnage on a branch line than it does a larger volume of business on a trunk line.

The rate of \$4 25 per ton, Porterville to Port Costa, is only 1.7 cents per ton per mile, which I think cannot be called excessive or unreasonable. If the road between Porterville and Fresno had been built and operated by an independent company, no such rates as are now in force would have been possible, or could have been secured by the producers at Porterville.

LIVE STOCK RATES.

The rate on cattle, in carloads, from Porterville to San Francisco, two hundred and sixty-four miles, is \$52 50, which, considering that Porterville is on a branch, compares favorably with Delano, a main line point, and approximately the same distance from San Francisco, from which the rate is \$49 50.

The rate on sheep, in carloads, from Porterville to San Francisco, is \$47 50, and from Delano, \$44 30.

GENERAL MERCHANDISE RATES.

Our rates on merchandise between Porterville and San Francisco are just and reasonable.

Rates on general merchandise, such as whisky, tobacco, tea, dry goods, etc., are, between Porterville and San Francisco, \$1 12 per one hundred pounds, being the same rate as Delano on main line, approximately the same distance.

In view of the fact that the Fresno branch is comparatively a new road, which has created and made valuable lands which, previous to building the road, were of little value, I am much surprised that any complaint should be laid before your honorable body. I am sure, on looking into the facts, you will conclude that our rates are just and reasonable, and if you have time to go into all the facts, will admit that the capital invested in the Fresno Division has never received a fair return.

Yours truly,

RICHARD GRAY.

PORTERVILLE, TULARE COUNTY, CAL., }
February 5, 1891. }

Pursuant to adjournment, the Board met at Porterville at 11 o'clock A. M.

Commissioner Rea stated that the object of the meeting was to hear complaints of the people of Porterville and vicinity against the Southern Pacific Company; also, that the complaints on file from Porterville were informal, not being sworn to; but as Mr. Smurr, representing the Southern Pacific Railroad Company, was present, he would consider the proceedings legal and formal. Sixteen witnesses were sworn and testified.

Commissioner Litchfield offered the following resolution:

WHEREAS, At a meeting of this Board held at Porterville, February 5, 1891, to listen to complaints against the Southern Pacific Company, it appearing by the evidence of some of the complainants that most of the causes of complaint had been remedied by the Southern Pacific Company since the above named complaints had been filed with this Board and the railway company had been informed of the complaints; and whereas, the evidence of lack of transportation facilities, loss of grain in shipment, and evidence of other irritating circumstances having been called to the attention of the railroad officials, said railroad officials having already remedied a number, and are now making arrangements to speedily remove all just causes of complaint along the line of the said railroad; and whereas, the complaint from the citizens of Porterville and vicinity, at a meeting of this Board at the above named place, bringing out and listening to the evidence of all complaints, has already redounded to the great benefit of the citizens along the line of said railroad; now, therefore, be it

Resolved, That it is the duty of this Board to visit the different shipping points of the State, examine into the management of the railroads, notify the citizens in the town and surrounding country to appear before our Board with any complaints and grievances

they may have to offer, and that this Board take such steps as may be necessary to remove all just cause of complaint.

Resolved, That the Chairman and Secretary of this Board lay out a route, designate stopping places, dates of stoppages, and notify the citizens along the road of our meetings and the object of such meetings.

The above resolutions were seconded by Commissioner Beckman.

Commissioner Rea offered the following resolution as a substitute:

Resolved, That the Southern Pacific Company be required to show cause why its freight rates to and from points on its Fresno Division, commonly known as the Porterville branch, should not be revised, with a view to modification, on the basis charged to other communities similarly situated.

The resolution offered by Commissioner Litchfield was adopted. Commissioners Litchfield and Beckman voting in the affirmative, and Commissioner Rea voting in the negative.

Commissioner Rea's resolution was taken up and adopted unanimously.

Commissioner Rea submitted his report on the new schedule for the Porterville branch of the Southern Pacific Company, and wished to embody the following paragraph in the report:

It is also understood that with this schedule the switching charges are to be removed.

Rejected.

Upon motion of Commissioner Beckman, the schedule for freights upon the Porterville branch of the Southern Pacific Company, as submitted by Commissioner Rea, was adopted unanimously, and the Secretary was instructed to serve the same upon the officers of the Southern Pacific Company at once.

STATEMENT OF EXPENSES AND EARNINGS OF PORTERVILLE BRANCH.

Porterville branch investment		\$1,575,000 00
Interest, at rate of 5 per cent, equals per annum		\$78,750 00
Operating expenses for 1890:		
	Average per Month.	
Maintenance of way	\$2,363 29	
Salaries of agents, etc.	378 51	
Locomotive service	2,568 14	
Salaries of trainmen	541 67	
Total per month	\$5,851 61	
Total for the year		70,219 32
Total operating expenses and interest		\$148,969 32
Earnings for year 1890:		
Passenger train earnings	\$20,769 80	
Freight earnings	64,541 45	
Total		85,311 25
Deficit		\$63,658 07

Filed in office of Railroad Commissioners, March 12, 1891.

JAS. V. KELLY,
Secretary.

Pursuant to a resolution adopted by this Board at its regular meeting held in San Francisco, Cal., February 12, 1891, the following decision was unanimously adopted:

DECISION OF THE BOARD.

Before the Board of Railroad Commissioners of the State of California.

J. W. GILMAN ET AL., *Plaintiffs,*

vs.

THE SOUTHERN PACIFIC COMPANY, *Defendant.*

The above case was called, and argument having been made before this Board in defense of said Southern Pacific Railroad Company's present rates, and full and fair consideration given same, it is now ordered that the rates as per Schedules "A," "B," "C," and "D," annexed, be substituted for those now in use or force; same to take effect not later than fifteen days from date.

JAS. W. REA, President,
WM. BECKMAN,
J. M. LITCHFIELD,
Commissioners.

Filed in office of Railroad Commissioners, March 30, 1891.

JAMES V. KELLY,
Secretary.

SCHEDULE A.

PROPOSED SPECIAL LIVE STOCK AND WOOL TARIFF RATES.

Live Stock.—Rates in dollars and cents per car; to be loaded and unloaded by owner. Shipped under special live stock contract.

Wool.—In carload lots, rates in cents per 2,000 pounds. In less than carload lots, rates in cents per 100 pounds.

FROM—	HORSES.		CATTLE.		SHEEP AND HOGS.		WOOL.	
	To San Fran.	To Sac'to	To San Fran.	To Sac'to	To San Fran.	To Sac'to	To San Fran.	To Sac'to
Kaweah	\$60 50	-----	-----	-----	-----	-----	-----	-----
Exeter	60 00	-----	-----	-----	-----	-----	-----	-----
Lindsay	61 00	\$61 00	-----	-----	-----	-----	-----	-----
Roth	60 00	60 00	-----	-----	-----	-----	-----	-----
Porterville	62 50	62 50	\$52 00	\$52 00	\$46 00	\$46 00	-----	-----
Terra Bella	60 00	60 00	51 00	51 00	45 00	45 00	-----	-----
Orris	63 00	63 00	52 50	52 50	47 50	47 50	-----	-----
Jasmin	60 00	60 00	51 00	51 00	45 00	45 00	-----	-----
	63 00	63 00	52 50	52 50	47 50	47 50	-----	-----
	60 00	60 00	51 00	51 00	45 00	45 00	-----	-----
	65 00	65 00	54 00	54 00	49 00	49 00	-----	-----
	60 00	60 00	51 00	51 00	45 00	45 00	-----	-----
	66 50	66 50	55 50	55 50	50 00	50 00	-----	-----
	60 00	60 00	51 00	51 00	45 00	45 00	-----	-----
	68 50	68 50	57 00	57 00	52 00	52 00	-----	-----
	60 00	60 00	51 00	51 00	45 00	45 00	-----	-----

NOTE.—In each case the top figures show old rate.

* Cents per 100 pounds.

SCHEDULE B.

PROPOSED GRAIN RATES TO TIDE-WATER POINTS.

FROM—	To Sac'to	To Stockton	To Port Costa	To Benicia	To South Val- lejo	To San Fran- cisco and Oakland Wharf
Roth	\$4 85 4 80 4 50	\$3 60 3 55 3 75	\$4 25 4 20 4 40	\$4 25 4 20 4 40	\$4 50 4 45 4 65	\$4 75 4 70 4 90
Terra Bella	4 40 4 65	3 65 3 90	4 30 4 50	4 30 4 50	4 55 4 80	4 80 5 00
Orris	4 40 4 80	3 65 4 05	4 30 4 70	4 30 4 70	4 55 4 95	4 80 5 20
Jasmin	4 40	3 65	4 30	4 30	4 55	4 80

NOTE.—In each case the top figures show old rate.

SCHEDULE C.
PROPOSED RATES ON LUMBER TO POINTS ON THE FRESNO DIVISION.

To—	From—	
Butler.....	Stockton	805
Minneola.....	South Vallejo.....	815
Sanger Junction.....	Port Costa, Vallejo Junction.....	825
Fortuna.....	San Francisco	840
Reedley.....	Towles, Dutch Flat, Gold Run, Colfax, New England Mills, Newcastle...	850
Dinuba.....	Geissendorffs, Tunnel Siding, Emigrant Gap, Chinese Siding, Blue Cañon	865
Monson.....	Marte's Creek, Truckee	880
Taurus.....	Clinton, Boca, Prosser Creek.....	895
Kaweah.....	Nelson, Live Oak, Marysville, Honout, Sheridan.....	910
Exeter.....	Sesma, Coma, Nord, Chico.....	925
Lindsay.....	Tehama	940
Roth.....	Red Bluff	955
Porterville.....	Cottonwood	970
Terra Bella.....	Anderson	985
Orris.....	Redding.....	1000
Jasmin.....	Iguera, Wright's Spur, Sisson, Castle Crag.....	1015
	Klamathan	1030
	Diamond	1045
	Folsom	1060
	Sacramento	1075

NOTE.—In each case where two rates are given, the top figures show old rate. Rates are in cents per ton of 2,000 pounds.

SCHEDULE D.

LOCAL FREIGHT TARIFF—PROPOSED RATES FOR THE FRESNO DIVISION.

Distance—Miles.....	BETWEEN PORTERVILLE AND—	CLASSES.					SPECIAL CLASSES.					
		Any Quantity.		In Carloads of Not Less than 20,000 Pounds Weight.			Towards San Francisco Only—In Carloads of Not Less than 20,000 Pounds Weight.					
		Maximum*.....	First*.....	Second*.....	Third*.....	Fourth*.....	Fifth*.....	Potatoes and Onions†.....	Green Fruit, Etc.†.....	Dried Fruit†..	Wool, in Less than Carloads*.....	
284.43	San Francisco.....	198½	112	105½	97	710	710	1080	1185	1570	101½	1355
259.71	Oakland, Sixteenth Street	194½	112	105½	97	710	710	1080	1185	1570	101½	1355
246.94	Vallejo Junction.....	185	111	104½	96	710	710	1075	1185	1550	101½	1325
243.78	Port Costa.....	182½	111	104½	96	710	710	1080	1185	1550	101½	1280
234.23	Niles.....	175½	111	104½	96	700	700	1080	1185	1550	101½	1355
251.77	San José.....	188½	112	102½	94	719	719	1080	1185	1570	101½	1180
181.61	Lathrop.....	136	98	91½	86	610	610	965	1165	1290	83	825
190.49	Stockton.....	142½	102½	94	83	495	495	935	1165	765	44	655
238.46	Sacramento.....	178½	111	104½	88	525	525	900	1165	1390	84½	1235
258.70	Roseville Junction.....	192½	112	105½	97	780	780	1040	1185	1550	101½	1335
280.87	Marysville.....	218	122	112	103	835	835	510	600	1000	60	1385
161.61	Modesto.....	121	86	81½	76	480	480					775
124.22	Merced.....	98	67	63	58½	405	405	965	1185	1290	81	1180
90.92	Madera.....	68	50½	46	43½	380	380	935	1185	765	44	655
						285	285	845	900	910	57	655
								435	600	765	38	655

68.30	Fresno	51½	37	35	33	220	220	595	625	690	44	625
88.02	Goshen	66	49	44½	41	320	320	740	740	765	49	860
77.54	Tulare	58	44	39	36½	300	300	320	320	345	26	740
34.96	Poso	26	20	18	16	125	125	590	590			320
55.30	Bakersfield	41½	32½	28½	25½	235	235	435	530	555	38	550
102.96	Tehachapi	77	56½	52½	48	345	345	805	920	1035	59	1010
123.03	Mojave	92½	66½	60½	57½	375	375	865	920	1196	62	790
191.13	Saugus	143½	102	95	86	580	580	835	920	985	44	906
223.53	Los Angeles	167½	116	105	96	510	510	870	920	1345	69	1145
			113	99	95	625	625	550	920	1000	44	825
						565	565	550	900	1000	44	825

NOTE.—In each case where two rates are given, the top figures show old rate.

* In cents per 100 pounds. † In cents per 2,000 pounds. ‡ Flax seed, mustard seed, broom corn, hops, beans, California wine in wood.

JACOB HOBSON vs. SOUTHERN PACIFIC COMPANY.

COMPLAINT.

Before the Board of Railroad Commissioners of the State of California.

DEAR SIR: I bought three hundred tons of hay at Livermore, and they told me the freight would be \$1 20 per ton, and since the first of January they raised it to \$1 50 per ton.

Yours etc.,

JACOB HOBSON.

P. S.—By order of James Rea, I send these expense bills. Please bring this before the Board.

J. HOBSON.

Filed in office of Railroad Commissioners, January 15, 1891.

JAMES V. KELLY,
Secretary.

ANSWER.

SAN FRANCISCO, January 20, 1891.

Mr. JACOB HOBSON, 450 West Santa Clara Street, San José, Cal.:

DEAR SIR: Your claim for overcharge on hay, Livermore to San José, presented through the honorable Board of Railroad Commissioners, duly received. We will proceed to voucher at once in your favor for the overcharge, the same due to issuing of circular with intent of harmonizing or making the rate uniform per ton, or as near so as practicable, regardless of length of car used in transportation of hay. Under our old method of tariff quite a difference resulted to the shipper when he could get a long car as compared with a short car, we having an equipment of cars from twenty-seven to thirty-four feet, and while this circular under which your shipment was made works well in most cases, it is a disadvantage in others.

However, there was no intent to advance the rate, and we will publish within a few days such instructions as will preclude further overcharge. In the meantime, should you happen to get other car or cars overcharged, send expense bills direct here, and we will take pleasure in adjusting the matter.

Yours truly,

C. F. SMURR.

On January twenty-sixth, the Board was informed that the Southern Pacific Company had adjusted matters satisfactorily.

CITY OF PASADENA vs. CALIFORNIA SOUTHERN RAILWAY COMPANY ET AL.

NOTICE OF COMPLAINT.

Before the Board of Railroad Commissioners of the State of California.

THE CITY OF PASADENA, Plaintiff,

vs.

CALIFORNIA SOUTHERN RAILWAY COMPANY, Defendant. }

To the General Manager of the California Southern Railway Company, K. H. WADE, Los Angeles, California:

Whereas, at a regular meeting of the Board of Railroad Commissioners of the State of California, held in their rooms, in San Francisco, State of California, on February 12, 1891, there being present Commissioners James Rea, William Beckman, and J. M. Litchfield, the following complaint from the City Attorney of the city of Pasadena, State of California, was presented:

"PASADENA, CAL., February 4, 1891.

"State Railroad Commission, San Francisco, Cal.:

"GENTLEMEN: The Board of Trustees of the city of Pasadena, on behalf of the people of this city, have requested me, as their City Attorney, to lay before you the following complaint against the old Los Angeles, Pasadena, and Glendale Railway Company, now known as the Los Angeles Terminal Railway Company, and also against the California Southern Railway Company, also known as the Santa Fe:

"Along in June, or probably a little earlier, in 1890, the L. A. P. & G. Co., commonly known as the Cross Road, or the Rapid Transit, having entered Pasadena, began business conveying freight and passengers for hire between Pasadena and Los Angeles. Prior to

that time there had been only the one road between the two cities, viz.: the Santa Fe, and the rate of fare had been 45 cents for the round trip, and 25 cents for a single trip.

"The L. A. P. & G. announced that they would make a cut in the rates, and did so, fixing the round-trip fare at 25 cents, or 35 cents including street car fare both ways in Los Angeles, and the single fare at 20 cents. Tickets at these prices were unlimited. The Santa Fe soon after adopted the same scale of prices, except as regards the street car fare in Los Angeles, which feature they did not include. The L. A. P. & G. also announced that they would issue commutation tickets for sixty rides, good for thirty days, at \$5. The Santa Fe also came down to this. These were the ruling rates until the end of the year 1890.

"With the beginning of the year 1891 both roads announced that their 25-cent round-trip tickets would be good only for the day on which they were purchased, and that their commutation tickets would thereafter be \$7. These rates went into effect, and still continue, notwithstanding the vigorous protests of the people.

"There seems to be no doubt that each of these companies fixed the lower rates above named for the purpose of competing with each other within the meaning of Section 20, of Article XII, of the Constitution. It is given out informally by these companies that they had your consent to this increase in prices beforehand. It is also common rumor that the L. A. P. & G., or Los Angeles Terminal Railway Company, was compelled to increase its prices by the Santa Fe Company, under threat that otherwise the Santa Fe Company would so lower its rates as to run the Rapid Transit Company out of business.

"I do not know how formal a complaint before your honorable Commission should be made, but as to the above facts I am ready to verify the same upon information and belief, and if anything further is needed you will let me know.

"Our people are unable to see why any change should be made in the charges by either of these companies, unless their rates were lowered, and pray your honorable body to take such steps as may be necessary to cause the old rates to be restored.

"Very respectfully yours,

"W. E. ARTHUR,
"City Attorney.

"STATE OF CALIFORNIA, }
"County of Los Angeles.} ss.

"W. E. Arthur, being duly sworn, deposes and says that he is the City Attorney of the city of Pasadena, and that he has read the foregoing complaint and knows the contents thereof, and that the same is true of his own knowledge, except as to matters herein stated upon information and belief, and as to such matters he believes it to be true.

"W. E. ARTHUR.

"Subscribed and sworn to before me, this fifth day of February, 1891.

"H. H. ROSE,
"Justice of the Peace, Pasadena Township."

And whereas, by a unanimous resolution of the Board of Railroad Commissioners, the Secretary of the Board was ordered to notify the officers of these companies of this complaint, and to further notify them that this Board has never given them any permission to raise rates, and that, if this complaint be true, this Board hereby directs them to restore the old rates at once, the same as in 1890.

Now, therefore, I, James V. Kelly, the Secretary of the Board of Railroad Commissioners of the State of California, thereunto duly appointed, do hereby notify you, by virtue of the authority conferred upon me by "An Act to organize and define the powers of the Board of Railroad Commissioners," approved April 15, 1890, as an officer of one of the companies complained of, of this complaint, and do further notify you that this Board has never given you any permission to raise rates, and that, if this complaint be true, this Board does hereby direct you to return the old rates at once, the same as in 1890.

Given under my hand and seal of the Railroad Commission of the State of California, this the fourteenth day of February, 1891.

[SEAL]

JAMES V. KELLY,
Secretary of the Board of Railroad Commissioners of the State of California.

SERVICE OF NOTICE.

STATE OF CALIFORNIA, }
County of Los Angeles.} ss.

John R. Slater, being duly sworn, deposes and says that on the eighteenth day of February, 1891, he served on the California Southern Railway Company a notice, of which the annexed is a copy, addressed to said company, together with a printed copy of the Act of the Legislature of California therein referred to, and that such service was made by delivering the same, in the office of said company, and during ordinary business hours, to a person of mature age in said office, and having charge thereof, to wit: K. H. Wade, General Manager of the California Southern Railway Company.

JOHN R. SLATER.

Sworn to before me, this nineteenth day of February, 1891.

H. H. ROSE,
Justice of the Peace, Pasadena Township.

ANSWER.

Before the Board of Railroad Commissioners of the State of California.

THE PEOPLE EX REL. THE BOARD OF RAILROAD COMMISSIONERS,
 VS.
 CALIFORNIA SOUTHERN RAILWAY COMPANY. }

To the honorable the Board of Railroad Commissioners of the State of California:

GENTLEMEN: Replying to the complaint made against the California Southern Railway Company, of date February 4, 1891, this company now states and shows:

That defendant denies that at any time any rates were reduced or any fare was fixed by this California Southern Railway Company, mentioned in the complaint as the Santa Fe Company, for the purpose of competition, but states that the rates between the city of Pasadena and Los Angeles have, at all times, been regulated by this company to suit its convenience and its ideas of justice and propriety; and after the road now known as the Terminal Road was constructed, rates were arranged by the two companies, without competition and without any reduction of rates, amicably and with a mutual understanding of the two companies.

This defendant further denies that it has ever agreed or consented to any rates such as those adopted by the road now known as the Los Angeles Terminal Railroad Company, but, on the contrary, it has established and maintained rates between the points aforesaid different from those of the Terminal Railroad Company.

This defendant, further answering, denies that it has at any time, or in any place, or under any circumstances, given out formally that it had the consent of your honorable body to any increase in prices beforehand or behindhand, or in any other manner whatever; and defendant denies that there has ever at any time been any occasion to apply to your Board for any change in rates between any stations on lines operated by this defendant.

Defendant denies that it has ever made any threats that it would or could lower its rates, so as to run the Rapid Transit Company, or Los Angeles Terminal Railway Company, out of business, or that by reason of any threats it has compelled said Los Angeles Terminal Company to increase its prices; and it denies any threats, or any force or intimidation, in any manner whatever, by which the price of any ticket has been changed or any arrangement has been made between the said Terminal Railway Company and this defendant. And this defendant, further answering, admits and alleges that since about the month of June, 1890, it has kept for sale at Pasadena and at Los Angeles single-trip tickets between said stations, at the rate of 20 cents per ticket; that that is the rate established by this company, and that it has never at any time, either on the first day of January, 1891, or at any other time, changed said rates, or increased or decreased them in any sum whatever; that said tickets have been kept on sale at the stations above named in accordance with the provisions of Section 490 of the Civil Code of this State; that such tickets are known as unlimited tickets, good for use in one direction only, during any time within six months after their issuance and sale, and good for all stop-over privileges on said road. And this defendant alleges that such ticket, as it is advised and verily believes, is the only ticket required by law for it to keep; that the price thereof is now, and has been since established, about the month of June, 1890, 20 cents, and no more and no less, and that any citizen of Pasadena can, upon application, have such ticket by paying the price thereof.

This defendant, further answering, admits that prior to the first day of January, 1891, it had sold commutation tickets, good for sixty rides between said city of Pasadena and the city of Los Angeles, for \$6 or \$6 50, and that on the first day of January, 1891, the price of said commutation tickets was raised to \$7 or \$7 50, being a raise of \$1 for commutation tickets between the stations aforesaid; and this defendant, on information and belief, alleges that it had a right so to keep said commutation tickets on sale, and to increase or diminish the price thereof at its pleasure, under the provisions of Section 21, Article XII, of the Constitution of the State of California.

This defendant denies that it is under any obligations to keep on sale commutation, or round-trip, or excursion tickets, but when the same are kept for sale and all parties applying for such tickets are treated alike, without discrimination, then this defendant alleges and contends that it has a right to increase or diminish, or to entirely withdraw such tickets, or any of them, from sale at any time, as it, in its judgment, may see proper. And this defendant alleges that in so far as the keeping on sale of commutation, excursion, or round-trip tickets is concerned, they are kept for the convenience of the patrons of the road, subject to all such reasonable rules and regulations, both as to price and sale, as this defendant may see proper to make and enforce in the premises.

And this defendant denies that it has done anything or committed any act in violation of any law of this State, or any of the provisions of the Constitution of this State, or that it is amenable to any Court, body, or Board for its increase in price of commutation or round-trip tickets; that the same are exclusively within its jurisdiction and control, subject only to the reasonableness of the rule which it establishes for their sale and use.

This defendant, further answering, says that it has no information as to the acts of the said Los Angeles Terminal Railway Company, and therefore it answers for itself, and not for said company.

Wherefore, having fully answered, defendant asks the judgment of your honorable body that it be discharged from further proceedings and all penalties and orders in the premises.

A. BRUNSON,
Solicitor for Defendant, California Southern Railway Company.

To the honorable Board of Railroad Commissioners:

GENTLEMEN: Permit me to submit to you the following as a statement of facts in connection with the complaint made by the people of Pasadena, through their City Attorney, against our railroad for raising the rates of passenger traffic between that city and Los Angeles. In the first place, we never applied to the Board of Railroad Commissioners for the privilege of raising the rates, and never have claimed, or asserted, or thought of asserting, that any permission had been granted our company to make any change in our schedule rates for tickets or passage on any portion of our lines in this State. The City Attorney's affidavit in that respect is wholly unsupported by the facts.

Secondly, we have not raised the price of the statutory tickets for single passage between Pasadena and Los Angeles, or any other of the intermediate points, since they were first established upon the opening of what is known as the Terminal Road. The price of that ticket, not for the purpose of meeting competition, but by mutual amicable arrangement between the two companies, and fixed at that time, something like one year ago, at 20 cents a single ticket from Pasadena to Los Angeles. The Terminal Road gave street car fare included; we never did, and no change has been made in the price of that ticket, nor is any change contemplated. We have kept on sale whenever it suited us, and I think all of the time, commutation tickets good for sixty rides. These tickets have, while on sale, always been sold to every applicant at the same uniform price, without discrimination as between any persons applying for such tickets. We have also kept on sale what are known as round-trip tickets, that is, a ticket entitling the holder to make the trip to Pasadena from Los Angeles and from Pasadena returning to Los Angeles, or vice versa, as the case might be. As to these tickets we have changed the limit in which they would be recognized whenever we thought it was best so to do, and on both of these tickets we have made a change, raising the commutation from \$6 50 to \$7 50, and limiting the round-trip tickets to one day.

These are all the facts, so far as our company is concerned, and now I give you briefly my idea of the law governing these questions.

Section 490 of our Civil Code is the only provision that I have been able to find in any of our statutes declaring the will of the Legislature as to any kind of tickets which the company shall keep on sale, and that provides for what is known in railroad parlance as an unlimited ticket. That section of the Code compels every railroad company to provide and keep on hand, and sell to any applicant, a ticket which entitles the purchaser to a ride, and the accommodations provided on the cars, from the depot or station where the ticket is sold to any other depot or station on the line of the road, and the holder thereof is entitled to ride from station to station, stopping off as he may see fit, until he has reached the end of the route called for by his ticket, and the ticket is good for six months. This ticket, as you will see, is a ticket in one direction. It is the statutory ticket, and the failure to provide and sell this ticket on demand is, by the provisions of that section of the Code, made punishable by a fine of \$200. This ticket we always have kept on sale between the points indicated in this complaint, at a uniform price of 20 cents per ticket. It is now there; we contemplate keeping it there.

As to commutation tickets, Section 21, of Article XII, of the Constitution of this State, forbids discrimination, but the last sentence of that section reads as follows: "Excursion and commutation tickets may be issued at special rates." It is a well recognized principle, often established by the Courts, that commutation tickets are subject to such various changes, rules, and regulations made by the railroad company, in its discretion, as may be reasonable and just.

I cite you to only one case, which is that of the State ex rel. Atwater vs. Delaware, Lackawana, and Western Railroad, found reported in Vol. 23, American and English railroad cases, and the language to which I refer will be found at page 474. It is a New Jersey case, but is in harmony with every decision that has ever been rendered upon that question, and I use it because its language is so brief: "A company is under no obligations to establish commutation rates for a particular locality, but when it has established such rates, and commutation tickets are sold thereat to the public, the refusal of such a ticket to a particular individual, under the same circumstances and upon the same conditions as such tickets are sold to the rest of the public, is an unjust discrimination against him, and a violation of the principle of equality which the company is bound to observe in the conduct of its business."

A commutation ticket under the authorities of which this is an exponent is, therefore, a ticket subject to the will of the company, to be put on sale or withdrawn at the will and pleasure of the company, and to be put on sale at whatever price the company may see fit to establish, but when on sale there must be no discrimination against any one individual in favor of others in its sale or use.

Take the case of excursion tickets, which in the Constitution are classed with commutation tickets; that we make an excursion for the scholars of a Sunday-school at a rate of 33½ per cent of first class rate for any one particular excursion. This would not

give a baseball club the right to complain before the Board of Railroad Commissioners if we should charge them 50 per cent of first class rates over the same line, the excursions being distinct and held at different times. In other words, the Constitution confers on the railroad companies the privilege of making special rates on excursion tickets and on commutation tickets alike. If I am correct in this, and this has been my advice to my company, then we are not amenable to any law, because we have violated no law. If the Board of Railroad Commissioners should disagree with us upon this point, as the law does not compel us to keep commutation tickets on sale, we can take them out of our office and then the good people of Pasadena would have to pay 20 cents a ride, or \$12 for every sixty rides instead of \$7 50 as now fixed, and I do not understand that under the law we can be compelled to keep any tickets for sale other than those already referred to, and required by Section 490 of the Civil Code.

I think this will give you a fair understanding of the position that we occupy. A great many other questions in connection with the Terminal Road and its franchise have arisen in the discussion of these questions between our two roads, which will doubtless be shown by the answer of that road when it comes to make answer. For instance, the city of Pasadena, in granting its franchise, attempted to regulate rates within the corporate limits of the city of Los Angeles, and in the open country adjacent and lying between the two municipalities. We hardly think its legislative jurisdiction embraces this section of the earth, and have no doubt that fact influenced the Terminal Company in doing what it did; but as I do not represent that company I will not forestall them by giving any more of the facts and history of the transactions, franchise, etc., under which they are operating their road by the grace of God and the permission of the city of Pasadena.

Very respectfully yours,

A. BRUNSON,
Solicitor for California.

NOTICE OF COMPLAINT.

Before the Board of Railroad Commissioners of the State of California.

THE PEOPLE EX REL. THE BOARD OF RAILROAD COMMISSIONERS,
vs.
LOS ANGELES, PASADENA, AND GLENDALE RAILWAY COMPANY.}

To the Vice-President and General Manager of the Los Angeles, Pasadena, and Glendale Railway Company, T. B. BURNETT, Los Angeles, California:

Whereas, at a regular meeting of the Board of Railroad Commissioners of the State of California, held in their rooms in San Francisco, State of California, on February 12, 1891, there being present Commissioners James Rea, William Beckman, and J. M. Litchfield, the following complaint from the City Attorney of the city of Pasadena was presented:

"PASADENA, CAL., February 4, 1891.

"*State Railroad Commission, San Francisco, Cal.:*

"GENTLEMEN: The Board of Trustees of the city of Pasadena, on behalf of the people of this city, have requested me, as their City Attorney, to lay before you the following complaint against the old Los Angeles, Pasadena, and Glendale Railway Company, now known as the Los Angeles Terminal Railway Company, and also against the California Southern Railway Company, also known as the Santa Fe:

"Along in June, or possibly a little earlier, in 1890, the L. A. P. & G. Co., commonly known as the Cross Road, or the Rapid Transit, having entered Pasadena, began business conveying freight and passengers for hire between Pasadena and Los Angeles. Prior to that time there had been only one road between the two cities, viz.: the Santa Fe, and the rate of fare had been 45 cents for the round trip, and 25 cents for a single trip. The L. A. P. & G. announced that they would make a cut in the rates, and did so, fixing the round-trip fare at 25 cents, or 35 cents including street car fare both ways in Los Angeles, and the single fare at 20 cents. Tickets at these prices were unlimited.

"The Santa Fe soon after adopted the same scale of prices, except as regards the street car fare in Los Angeles, which feature they did not include. The L. A. P. & G. also announced that they would issue commutation tickets for sixty rides, good for thirty days, at \$5. The Santa Fe also came down to this. These were the ruling rates until the end of the year 1890.

"With the beginning of the year 1891, both roads announced that their 25-cent round-trip tickets would be good only for the day on which they were purchased, and that their commutation tickets would thereafter be \$7. These rates went into effect and still continue, notwithstanding the vigorous protests of the people.

"There seems to be no doubt that each of these companies fixed the lower rates above named for the purpose of competing with each other within the meaning of Section 20, of Article XII, of the Constitution.

"It is given out informally by these companies, that they had your consent to this increase in prices beforehand. It is also common rumor that the L. A. P. & G., or Los Angeles Terminal Railway Company, was compelled to increase its prices by the Santa

Fe Company, under threat that otherwise the Santa Fe Company would so lower its rates as to run the Rapid Transit Company out of business.

"I do not know how formal a complaint before your honorable Commission should be made, but as to the above facts I am sufficiently informed as to believe them, and consequently ready to verify the same upon information and belief, and if anything further is needed you will let me know.

"Our people are unable to see why any change should be made in the charges by either of these companies, unless their rates were lowered, and pray your honorable body to take such steps as may be necessary to cause the old rates to be restored.

"Very respectfully yours,

"W. E. ARTHUR.

"City Attorney.

"STATE OF CALIFORNIA,
"County of Los Angeles } ss.

"W. E. Arthur, being duly sworn, deposes and says that he is the City Attorney of the city of Pasadena, that he has read the foregoing complaint and knows the contents thereof, and that the same is true of his own knowledge, except as to matters therein stated upon information and belief, and as to such matters he believes it to be true.

"W. E. ARTHUR.

"Subscribed and sworn to before me, this fifth day of February, 1891.

"H. H. ROSE,

"Justice of the Peace, Pasadena Township."

And whereas, by a unanimous resolution of the Board of Railroad Commissioners, the Secretary of the Board was ordered to notify the officers of these companies of this complaint, and to further notify them that this Board has never given them any permission to raise rates, and that, if this complaint be true, this Board hereby directs them to restore the old rates at once, the same as in 1890.

Now, therefore, I, James V. Kelly, the Secretary of the Board of Railroad Commissioners of the State of California, thereunto duly appointed, do hereby notify you, by virtue of the authority conferred upon me by "An Act to organize and define the powers of the Board of Railroad Commissioners," approved April 15, 1880, as an officer of one of the companies complained of, of this complaint, and do further notify you that this Board has never given you any permission to raise rates, and that, if this complaint be true, this Board does hereby direct you to return the old rates at once, the same as in 1890.

Given under my hand and seal of the Railroad Commission of the State of California, this the fourteenth day of February, 1891.

[SEAL]

JAS. V. KELLY,

Secretary of the Board of Railroad Commissioners of the State of California.

SERVICE OF NOTICE.

STATE OF CALIFORNIA,
County of Los Angeles } ss.

John R. Slater, being duly sworn, deposes and says that on the eighteenth day of February, 1891, he served on the Los Angeles, Pasadena, and Glendale Railway Company a notice, of which the annexed is a copy, addressed to said company, together with a printed copy of the Act of the Legislature of California, therein referred to, and that such service was made by delivering the same in the office of said company, and during ordinary business hours, to a person of mature age in said office, and having charge thereof, to wit: T. B. Burnett, Vice-President and General Manager of the Los Angeles, Pasadena, and Glendale Railway Company.

JOHN R. SLATER.

Sworn to before me, this nineteenth day of February, 1891.

H. H. ROSE,

Justice of the Peace, Pasadena Township.

ANSWER.

Before the Board of Railroad Commissioners of the State of California.

THE PEOPLE EX REL. THE BOARD OF RAILROAD COMMISSIONERS, }
vs.
LOS ANGELES, PASADENA, AND GLENDALE RAILWAY COMPANY. }

Comes now the Los Angeles Terminal Railway Company, and by leave first had and obtained, answering to the above entitled action, says:

First—That on the second day of January, 1891, by articles and agreement of consolidation between the Los Angeles and Glendale Railway Company, the Los Angeles, Pasadena, and Glendale Railway Company, and the Los Angeles Terminal Railway Company,

duly filed in the Secretary of State's office, and certificate of consolidation duly issued thereon, the Los Angeles Terminal Railway Company became, and has since continued to be, and now is the successor of all the rights, franchises, and liabilities of the Los Angeles, Pasadena, and Glendale Railway Company, which at said date owned and was operating a line of railway from the city of Los Angeles, in the county of Los Angeles, and State of California, to the city of Pasadena, in the same county and State.

Second—That when the said Los Angeles, Pasadena, and Glendale Railway Company began operating its line of railway between the said city of Los Angeles and the city of Pasadena, about the twelfth day of March, 1890, and conducting thereon the business of a common carrier of freight and passengers between said points, it established as its original and first rates for the transportation of passengers between said points a single-trip fare of twenty (20) cents and a round-trip fare of twenty-five (25) cents, or thirty-five (35) cents including street car fare both ways to the business center of the city of Los Angeles from its terminus in that city, the said round-trip tickets being unlimited as to time; that it also established a commutation rate, upon which it issued tickets for sixty rides, good for thirty days, at five dollars (\$5) each. That the said company began with the effort to provide a train service between said points of hourly trains each way during the business hours of the day, which was a very much greater service than had ever been given between said places before.

Third—That after operating its said line of railway at said rates until the first day of January, 1891, the said company ascertained that the said rates, as originally established, had entailed a loss to the company of ten thousand one hundred and fifty (\$10,150) dollars, the total receipts of the said line of railway for that time showing a deficit of that amount below the expenditures for operating and maintaining the same.

Fourth—That for the purpose of increasing the income of the company from said line of railway, and to the end that it might continue to maintain the train service which it had originally established upon said road, and which was very much more convenient and extensive than had ever been given the citizens of the two cities before its inauguration by the said Los Angeles, Pasadena, and Glendale Railway Company, the said company, and its successor, the present Los Angeles Terminal Railway Company, changed the rates as follows, that is, the 25-cent and the 35-cent round-trip tickets were limited to the day of issue, and the thirty-day sixty-ride accommodation tickets were raised from \$5 to \$7 each, leaving the single-trip fare of 20 cents unchanged.

Fifth—That the said Los Angeles, Pasadena, and Glendale Railway Company, and the said Los Angeles Terminal Railway Company, its successor, has never, at any time, for the purpose of competing with any other common carrier, or for any other purpose, lowered its rates of transportation for passengers or freight from the city of Los Angeles to the said city of Pasadena, or from the city of Pasadena to the city of Los Angeles, or to or from any other points upon its line of railway, and that the rates so charged were rates originally established, and the change was made for the purpose of enabling the said railway companies to continue to afford the citizens of said cities the same train service which had been originally established, and which the companies could not have continued at the lower rate of fare originally established by the Los Angeles, Pasadena, and Glendale Railway Company when it first began business.

T. E. GIBBON,
General Attorney L. A. T. Ry. Co.

STATE OF CALIFORNIA, } ss.
County of Los Angeles. }

T. B. Burnett, being duly sworn, deposes and says that he is the Vice-President of the Los Angeles Terminal Railway Company, the defendant in the above entitled action; that he has heard read the foregoing answer, and knows the contents thereof; that the same is true of his own knowledge, except as to the matters therein stated on his information or belief, and as to those matters he believes it to be true.

T. B. BURNETT.

Subscribed and sworn to before me, this twenty-fourth day of February, 1891.

RICHARD D. LIST,
Notary Public.

LOS ANGELES, CAL., February 19, 1891.

JAMES V. KELLY, Esq., Secretary Board of Railroad Commissioners, City:

DEAR SIR: In pursuance of your request for an informal statement of the position of the Los Angeles Terminal Railway Company with reference to the notice served on February eighteenth upon the Vice-President thereof, in the name of the L. A. P. & G. Ry. Co., I submit the following:

We claim that we have never violated the provisions of Section 20, Article XII, of the Constitution of this State, inasmuch as we have never lowered the rates of our companies for transportation of passengers or freight between the cities of Los Angeles and Pasadena.

When the Los Angeles, Pasadena, and Glendale Railway Company, which was the predecessor of the present Los Angeles Terminal Railway Company, began its operations between the points named, it established certain rates of fare for the transportation of passengers at which it hoped to be able to do business. The report of the first fiscal year

the company showed a deficit of about \$10,000 between the operating expenses and the

income of that line, it having cost about that sum to operate it over and above the receipts of all kinds.

This demonstrated to the company the impracticability of maintaining itself at the rates originally established for the transportation of passengers between said points.

They then changed the rates this much: The 25-cent round-trip tickets, or 35-cent round-trip including street car fare, which before had not been limited as to time, were made good for one day only—the day of issue—and the sixty-ride tickets, good for thirty days, which before had been sold for \$5, were advanced to \$7.

This is the full statement of the case, and the facts will show that the rates changed were the original rates established, and were not rates which had been lowered for the purpose of competing with any other common carrier.

We will embody these facts in a formal answer which will be transmitted to your Commission within the time suggested by you, and trust that the matter may be adjusted with as little trouble as possible to the Commissioners.

I am, very respectfully yours,

T. E. GIBBON,
General Attorney L. A. T. Ry. Co.

**SUMMARY OF GROSS EARNINGS AND OPERATING EXPENSES OF THE
LOS ANGELES TERMINAL RAILWAY COMPANY FOR THE TWELVE
MONTHS ENDING FEBRUARY 28, 1891.**

MONTH.	Earnings.	Expenses.	Net Earnings.	Deficit.
1890—March	\$3,080 13	\$3,015 27	\$64 86	-----
April	4,723 12	4,568 06	155 06	-----
May	5,020 47	5,581 32	-----	\$560 85
June	4,151 96	5,633 58	-----	1,481 62
July	4,042 13	5,062 47	-----	1,020 34
August	3,738 39	5,038 29	-----	1,299 90
September	3,839 75	5,051 22	-----	1,211 47
October	4,157 03	5,520 21	-----	1,363 18
November	4,416 33	5,656 54	-----	1,240 21
December	4,886 66	5,286 33	-----	599 67
1891—January	4,559 73	6,112 61	-----	1,552 88
February	3,864 74	5,723 65	-----	1,859 91
Totals	\$50,280 44	\$62,249 55	\$219 92	\$12,189 03
Total deficit	-----	-----	-----	\$11,969 11

STATE OF CALIFORNIA, }
Los Angeles County. } ss.

Geo. E. Wright, being first duly sworn, deposes and says that he is the Auditor of the Los Angeles Terminal Railway Company, and as such has kept or supervised the keeping of the company's accounts; that the foregoing statement is a true and correct transcript from the books of the company. Deponent further states that the expenses as shown above includes no item of construction expense, interest, or bonds, or anything but legitimate operating expenses; deponent still further states that in the last above named month, floods caused damages to track then under operation to an amount exceeding twenty-five hundred (\$2,500) dollars, which item is not embraced in above figures. Further deponent sayeth not.

G. E. WRIGHT.

Subscribed and sworn to before me, this fourteenth day of April, 1891.

H. J. YOUNG,
Notary Public.

Filed in the office of Railroad Commissioners, April 15, 1891.

JAS. V. KELLY,
Secretary.

LOCAL PASSENGER TARIFF—IN EFFECT MARCH 12, 1890.

LOS ANGELES, PASADENA, AND GLENDALE RAILWAY CO.

[illegible]

PASSENGER TARIFF No. 3—IN EFFECT JANUARY 15, 1891.

LOS ANGELES TERMINAL RAILWAY COMPANY—PASADENA DIVISION.

	R. T.	De Camp.	Morgan.	Sycamore Grove.	Highland Park.	Santa Fe Crossing.	Garvanza.	Lincoln Park.	Wyatt.	South Pasadena.	Fair Oaks.	Raymond.	Pasadena.
Los Angeles		5											
De Camp		5											
Morgan		10	5										
Sycamore Grove		10	10	10									
Highland Park		10	10	10	10								
Santa Fe Crossing		15	15	15	10	10							
Garvanza	20	15	15	15	10	10	10						
Lincoln Park	20	15	15	15	10	10	10	10					
Wyatt	20	15	15	15	15	10	10	10	10				
South Pasadena	20	15	15	15	15	10	10	10	10	10			
Fair Oaks	20	15	15	15	15	10	10	10	10	10	10		
Raymond	25	20	20	20	20	15	15	10	10	10	10	10	
Pasadena	25	20	20	20	20	15	15	10	10	10	10	10	10

Children under twelve years, half fare; under five, free.

Secretary read complaint from W. E. Arthur, City Attorney of Pasadena, Los Angeles County, made in behalf of the people in that vicinity, and against the California Southern Railway Company and the L. A. P. & G. Railway Company, complaining of the raise of rates by said railway companies.

Commissioner Litchfield moved that the Board proceed to Pasadena at the earliest moment practicable, meet there, and investigate these charges.

After some debate upon the motion, Commissioner Litchfield withdrew the same and offered the following:

Resolved, That the Secretary be instructed to notify the officers of the railway companies of this complaint, and further notify them that this Board has never given them any permission to raise rates; and that if this complaint be true, this Board directs them to restore the old rates at once, the same as in 1890.

It was so ordered.

Commissioner Litchfield moved that the Commission meet at Pasadena, Los Angeles County, on Friday, the tenth day of April, 1891, at 11 o'clock A. M., and that the Secretary be directed to give the usual notices thereof. Carried.

PASADENA, April 10, 1891.

Pursuant to adjournment, the Board met at Pasadena.

Commissioner Rea, in opening the session, stated the object of the meeting of the Board to be the hearing of the complaint of the people of Pasadena and vicinity versus the California Southern Railway Company and the Los Angeles Terminal Railway Company, and recognized W. E. Arthur, Esq., City Attorney of Pasadena, who made a brief statement of the case in behalf of the people.

A number of witnesses were called in behalf of the plaintiffs and defendants. The case was submitted without argument, with the understanding that both parties be permitted to file their briefs.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS, }
May 4, 1891. }

In the matter of the People of Pasadena vs. The California Southern and Los Angeles, Pasadena, and Glendale Railway Companies, the whole matter was referred to Commissioner Rea, upon motion of Commissioner Litchfield.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS, }
June 8, 1891. }

The report of Commissioner Rea in the case of the People of Pasadena et al. vs. The California Southern and Los Angeles Terminal Railway Companies was presented to the Board by Commissioner Rea, and the same was adopted by the Commission.

DECISION OF THE BOARD.

Before the Board of Railroad Commissioners of the State of California.

THE PEOPLE EX REL. THE BOARD OF RAILROAD COMMISSIONERS }
vs. }
THE CALIFORNIA SOUTHERN RAILWAY COMPANY AND THE LOS }
ANGELES TERMINAL RAILWAY COMPANY. }

These proceedings are instituted before this Board by the City Attorney of the city of Pasadena, at the instance of the Board of Trustees of said city, to obtain an order requiring both the above named railroad companies to restore certain rates for round-trip and commutation tickets between the cities of Los Angeles and Pasadena.

From the complaint on file it appears that both companies have been and are operating lines of railroad between Los Angeles and Pasadena, and that until the end of the year 1890 the ruling rates for tickets upon both roads between said cities were as follows: Single-trip tickets, 20 cents; round-trip tickets, 25 cents, and commutation tickets for sixty rides, good for thirty days, \$5. The time of use of the single and round-trip tickets was unlimited.

In the early part of the present year, both companies announced that the round-trip tickets would be good for the day only on which they were purchased, and that the rate for commutation tickets would be \$7 instead of \$5. These rates were put into effect by both companies immediately after the announcement, and are now in effect.

The only change as to price is as to commutation tickets, the price of the single-trip and round-trip tickets remaining the same, with a limitation as to the time of use attached to the round-trip tickets.

From the evidence adduced at the hearing, it appears that these changes so made have been injurious to the material interests of the city of Pasadena, and the main complaint on account of the change has come from that locality.

While the round-trip ticket was unlimited, and the low-rate commutation ticket could be obtained, very many persons doing business in the city of Los Angeles made their homes in Pasadena and its suburbs, to the advantage of those localities.

With a limitation placed upon the round-trip tickets, and an increase in price of commutation tickets, the advantage Pasadena afforded as to residence locality for Los Angeles business men practically ceased.

There were, of course, other advantages which Pasadena and adjoining places derived from the old rates, but the main complaint is this loss of resident population and the advantages enjoyed through its presence.

It further appears that to a large number of the patrons of the roads traveling daily between Los Angeles and Pasadena and intermediate and contiguous points, the round-trip tickets, by reason of their limited use to the day issued, are of no benefit or advantage, and the limitation on their use to the day of purchase is practically an increase in the rate of fare, as it compels the purchase of single-trip tickets.

While the evidence shows this loss to Pasadena, and these disadvantages to the traveling public by reason of the changes, it further appears to the Board that, as far, at least, as the Los Angeles Terminal Railway is concerned, an increase in rates of commutation tickets and the limitation of time of use of round-trip tickets were necessary.

The evidence and the sworn tabulated statements of the Los Angeles Terminal Railway Company, one of the companies complained of, show that under the old rates that company has been, since May, 1890, losing money in the maintenance and operation of their road. During every month, from and including February of this year, there has been an average charge of such rates as will make it sustaining. No complaint is made that the single-trip fare of 20 cents is unreasonable, and with that as a basis of commuta-

tion, it is readily seen that a round-trip ticket at 25 cents, and a commutation ticket—sixty rides—good for thirty days, at \$7, giving the passenger the right to ride six hundred miles, is a material reduction from the regular rate in the interest of the traveling public.

Assuming, without deciding, that this Board has the right to determine the price and limit of round-trip and commutation tickets, that power should not be exercised against this company so as to prevent it from fixing the terms and prices of round-trip and commutation tickets when the sole and evident purpose of the change is to bring its income up to a loss of over \$1,000 per month, and this loss is the excess of the legitimate monthly operating expenses of the road over its earnings. It was for the purpose of increasing the income of this company, so as to place the road at least on a self-sustaining basis, that these rates complained of were raised; that the operation of this road between the two cities, and the maintenance of a complete and effective train service is of great benefit to the public, is beyond question. It is apparent, also, from the evidence, that in order to so maintain the road the excess of operating expenses over the earnings must be overcome.

This Board has no disposition to compel the operations of railroads at a loss; on the contrary, in the interest of the public, every road should be allowed, at least, the amount of its operating expenses, and more particularly when for this purpose the company is making no charge which exceeds the regular single-trip rate.

As to the other company complained of, the California Southern Railway Company, a lower rate of fare should not be established for it than is from necessity allowed for the other company.

Both these companies are competing for public patronage in the same locality, between the same points, with different schedule time; if a low rate is fixed for the California Southern, and a higher rate permitted to the Los Angeles Terminal, it is only a question of time when the Los Angeles Terminal is driven out of existence. The patronage would necessarily go to the company charging the lower rate, and the operating expenses of the Los Angeles Terminal still exceeding its income, the operation of that road must cease or a poorer public service be provided.

It may be answered that, independent of any action of this Board, it is within the power of the California Southern, under the state of facts shown by the evidence, to effect that end against its competitors. Be that as it may, it is not the purpose of this Board to take any action tending to that end. It is much more to the interest of the people of Pasadena and intermediate points that these two roads should exist, even at the expense of depriving these localities of some of the advantages heretofore enjoyed, and which may be relinquished, that more convenient and greater facilities of transportation may be enjoyed by the maintenance and operation of two roads than one.

We are of the opinion, from the evidence, that the terms of commutation tickets, as originally fixed by these companies, and in force the last of the year 1890, and which are asked to be restored, were not fixed as the result of competition between these companies; that the rates and terms of round-trip and commutation tickets now in effect by order of the companies were fixed by agreement between the companies; that the terms and rates now in effect are reasonable, and made solely with a view of obtaining a reasonable compensation for the railroad service performed, and that the petition to have this Board order these companies to restore the old terms and rates of round-trip and commutation tickets should be and is denied.

JAMES W. REA,
WM. BECKMAN,
J. M. LITCHFIELD,
Board of Railroad Commissioners.

Filed in office of Railroad Commissioners, June 8, 1891.

JAS. V. KELLY,
Secretary.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS, }
August 6, 1891. }

The following petition was received by the Commission from the citizens of Pasadena through K. H. Wade, General Manager of the California Southern Railway Company, with a request that action be taken thereon without delay:

To the honorable Board of Railroad Commissioners of the State of California:

The undersigned jointly represent and show that on the twenty-fifth day of July, 1891, the Board of Trustees of the city of Pasadena passed and adopted the resolution, a copy of which, marked "Exhibit A," accompanies this petition.

That at the rate now charged for a single-trip ticket between Pasadena and Los Angeles (20 cents) a sufficient revenue is not produced to pay the actual expenses of the Los Angeles Terminal Railway Company, and that it therefore becomes necessary for it to increase the price for tickets to 25 cents for a single fare between said points, and to make

a round-trip ticket 35 cents. But for one of the companies, your petitioners, to make such rates necessitates the same rates by the other company, else the company raising its rates would lose its custom in consequence of such increase.

That the rates as now charged were not fixed by reason of competition, but by mutual and amicable consent and agreement at the time when the Terminal Company first commenced to operate its road, and have not since been changed.

Wherefore, your petitioners ask the consent and permission of your honorable Board to change their rates and charges for a single-trip ticket, either way, between Los Angeles and Pasadena, from 20 cents to 25 cents, and for a round-trip ticket between said points, good for two days, to 35 cents instead of the lesser rate heretofore charged, and to raise the rates to and from all intermediate stations in the same proportions, or as near as may be consistent with making the change.

Dated Los Angeles, Cal., August 1, 1891.

LOS ANGELES TERMINAL RAILWAY COMPANY,
By T. B. BURNETT, General Manager.
CALIFORNIA SOUTHERN RAILWAY COMPANY,
By K. H. WADE, General Manager.

Filed in office of Railroad Commissioners, August 6, 1891.

JAS. V. KELLY,
Secretary.

EXHIBIT A.

RESOLUTION NO. 225 OF THE BOARD OF TRUSTEES OF THE CITY OF PASADENA.

Resolved, That the right of way up the alley described in Ordinance No. 155, passed by the Board of Trustees of this city on the twenty-ninth day of June, 1889, is hereby granted and confirmed, for the remainder of the term specified in said ordinance, to the Los Angeles Terminal Railway Company, the successor of the Los Angeles, Pasadena, and Glendale Railway Company; and said first named company is hereby granted the right, privilege, and franchise to pass on and over said alley, from the intersection thereof with the present railway track, to a point forty feet south of the south line of Kansas Street, and to acquire grounds for and establish a depot adjacent to said alley.

The above grant is made upon the express condition that said Los Angeles Terminal Railway Company shall commence, in good faith, the work of grading said line of railway, and laying the ties and rails thereon, within six months from the date of the passage of this resolution; and shall, within one year from this date, have its engines and cars running upon said road so constructed and graded, for the purpose of carrying passengers and freight thereon, subject to the same provisions with reference to delay by injunctions as is incorporated in said Ordinance No. 155; and be it further

Resolved, That Ordinance No. 155 aforesaid, in so far only as it relates to the charge of 35 cents for a round-trip ticket from its northern terminus in the city of Pasadena to the business center of Los Angeles City and return, and the charge of 20 cents for a straight fare ticket from and to the same point, be and the same is hereby suspended from operation for the period of two years from the date hereof. And said first named company is hereby granted permission to charge the sum of 35 cents for a round-trip two-day limited ticket between the northern terminus in said city and the First Street depot in said city of Los Angeles; and also 25 cents for a straight one-fare ticket from same point to same point; *provided*, that said Los Angeles Terminal Railway Company shall and does, upon the taking effect of this resolution, issue and keep ready for sale monthly sixty-ride commutation tickets at a price not to exceed five dollars (\$5) each.

These resolutions as a whole shall be null and void, and of no effect, unless the said Los Angeles Terminal Railway Company, by its proper officers, shall, within ten days from this date, file with the Clerk of said city of Pasadena, its written acceptance of all of the terms, conditions, and provisions hereof.

Passed and approved by the following vote, this twenty-fifth day of July, 1891: Ayes—Clarke, McQuilling, Simpson, and President Lukens. Noes—none.

T. P. LUKENS,
President of the Board of Trustees of the City of Pasadena.

Attest: JAS. H. CAMPBELL,
Clerk of the City of Pasadena.

I hereby certify that the above resolution is a true and correct copy of a resolution passed by the Board of Trustees of the city of Pasadena, and signed by its President, at its meeting on the twenty-fifth day of July, 1891.

[SEAL]

JAS. H. CAMPBELL,
Clerk of the City of Pasadena.

The Secretary was instructed to send the following telegram to K. H. Wade, General Manager California Southern Railway Company, in reply thereto:

August 17, 1891.

To K. H. WADE, Esq., General Manager California Southern Railway Company, Los Angeles:

I am authorized to inform you that your joint request of August fourth is granted, provided the commutation rates are reduced to \$5.

JAS. V. KELLY,
Secretary Board of Railroad Commissioners.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS, }
August 24, 1891. }

The following resolution was offered by Commissioner Litchfield:

Resolved, That the Los Angeles Terminal Railway Company and the California Southern Railway Company be and they are hereby authorized and permitted to make the rate of single-trip tickets either way between Los Angeles and Pasadena 25 cents, and for round-trip tickets between said points, good for two days, 35 cents, and to raise the rates to and from all intermediate stations in the same proportions, or as near as may be consistent with making the change, provided that said Los Angeles Terminal Railway Company and California Southern Railway Company shall and does, upon the taking effect of this resolution, issue and keep ready for sale monthly sixty-ride commutation tickets, at a price not exceeding \$5 each.

JAS. W. REA, President,
WM. BECKMAN, First District,
J. M. LITCHFIELD, Second District.
Railroad Commissioners.

JAS. V. KELLY,
Secretary Board of Railroad Commissioners.

COMPLAINT OF S. A. WIDNEY.

The following complaint was filed with the Secretary, and upon investigation the Commission decided that it had no authority to act in the premises, and referred the plaintiff to the Interstate Commerce Commission, at Washington, D. C.:

LOS ANGELES, CAL., March 2, 1891.

Hon. J. W. REA, Railroad Commissioner, San José, Cal.:

DEAR SIR: I inclose certain papers as to an evident extortion by the Southern Pacific Railroad Company. Please specially note that Mr. Crawley acknowledges the charges to be more than the value of the goods.

Please place my claim before the Commissioners, and if possible secure a rebate.

But specially please demand in future a rate of them which will not amount to the practical confiscation of the goods sent.

Yours, etc.,

S. A. WIDNEY,
555 South Broadway.

JOSHUA CHADBOURNE vs. SOUTHERN PACIFIC COMPANY.

A complaint was filed by Joshua and H. P. Chadbourne in March, 1891, complaining of excessive freight charges. A copy of said complaint was served on defendant, the Southern Pacific Company.

Mr. C. F. Smurr, General Freight Agent, made a written reply for the company.

Upon motion of Commissioner Litchfield, the Secretary was directed

to send a copy of answer to complainants, and also inform them that the Commission would make further inquiry into the complaint and report the result of such inquiry.

COMPLAINT.

Before the Board of Railroad Commissioners of the State of California.

JOSHUA CHADBOURNE, Plaintiff,
vs.
SOUTHERN PACIFIC COMPANY, Defendant.)

To the honorable State Board of Railroad Commissioners:

GENTLEMEN: I have been in the business of shipping hay from this point to San Francisco for more than fifteen years. The rate has been \$13 60 per carload of ten tons. There were then in use twenty-eight-foot cars, consequently I could not get into the cars at all times the maximum amount; and consequently, our rate per ton amounted to, on an average, \$1 50 per ton; whenever the weight was more than ten tons, we paid at the rate of \$1 36 per ton.

This state of affairs continued up to about one year ago, when the thirty-four-foot cars became quite plentiful on the road, and a scramble commenced between shippers to secure the thirty-four-foot cars, and many tricks were resorted to to get them; the consequence was that the railroad company raised the rate 20 per cent on thirty-four-foot cars, to compel shippers to use the twenty-eight-foot cars, so the rate on either was about the same, or \$1 36 per ton on ten tons as a carload. But to cause the advance they discriminate against the hay in large cars by increasing the minimum to twenty-four thousand pounds, which gives them the 20 per cent raise on thirty-four-foot cars used.

We have two styles of bales—the compressed and the large rope-bound bales. The rope-bound we can only get about fifteen thousand to eighteen thousand pounds into a twenty-eight-foot car, and not to exceed twenty thousand pounds in a thirty-four-foot car, and have to pay on twenty-four thousand pounds, or an increase of \$2 75 per car. The business continued in this manner up to about three months ago, when the rate was raised all round, which you ordered restored to the old rate on the ground of constitutionality; and it has been so restored, with the exception of the 20 per cent raise, which stands under the same law. In passing the order to restore the old rate, you did not order the railroad company to refund the amounts collected from shippers during the term of arbitrary charges.

I understand that they were going to refund, but am afraid they will not unless so requested by your honorable body.

I hope you will try and succeed in establishing a \$1 36 rate per ton on all classes of cars. There is also a discrimination on grain freights between here and Livermore, the rate being the same from here as from there.

Yours respectfully,

JOSHUA CHADBOURNE.

Filed in office of Railroad Commissioners, March 14, 1891.

JAS. V. KELLY,
Secretary.

ANSWER.

Mr. JAMES V. KELLY, Secretary State Board of Railroad Commissioners:

DEAR SIR: Referring to the complaint of Mr. Joshua Chadbourne, President of Chadbourne Warehouse Company, Pleasanton, Cal., in relation to rates on hay to San Francisco and Oakland (Market Street), I beg to make the following explanation:

The only box cars in the equipment of this company, up to within a recent period, have been cars about twenty-eight feet in length, inside measurement. It is upon cars of this length that all our local rates have been based, including those on hay. Until recently, therefore, the question of a rate on hay in thirty-four-foot cars has not come up. Our present rates on hay in twenty-eight-foot box cars are not increased over the rates of the past. The rate from Pleasanton to Oakland (Market Street) for a car loaded with hay up to the limit of ten tons, is now, and has been, according to our published tariff, \$12, and to San Francisco, \$13 60; from Livermore to Oakland (Market Street), \$13 60; and to San Francisco, \$14 40. Lately we have built cars whose length is thirty-four feet, inside measurement, and have done so to give shippers the benefit of increased facilities by reason of the general desire to have a car of large dimensions and greater capacity in which to load merchandise of all kinds.

Before we built a supply of thirty-four-foot cars it happened that such a car, owned by a foreign road, or one of those we had built for experimental purposes, occasionally fell into the hands of a hay shipper. These were isolated cases, and we did not seek to be technical in enforcing the higher charge for the car thirty-four feet in length, not having such cars in our regular equipment. When we did put a supply of thirty-four-foot

cars into use we published rates therefor, with the view of placing shippers of hay in thirty-four-foot cars on an equal footing with those shipping in twenty-eight-foot cars.

It is to carry out this intention that our circular, No. 2709, on file with your honorable body, was issued, which provides that hay and straw, baled, in carload lots, will take 20 per cent less than fifth-class rates per ton of two thousand pounds. On actual weight the car contains, minimum weight, twenty thousand pounds for cars not exceeding twenty-eight feet in length, inside measurement. For cars exceeding twenty-eight feet in length the minimum weight will be increased three and one third per cent for each additional foot or fraction thereof. For example, for a twenty-eight-foot car the minimum weight will be twenty thousand pounds; for a thirty-foot car, twenty-one thousand three hundred and fifty pounds; for a thirty-four-foot car, twenty-four thousand pounds, etc.

A careful examination in detail of weights, relative to length of carloads of hay shipped over our lines, shows this to be a fair basis, of which fact a calculation of the cubic capacity of the cars will be corroborative.

Mr. Chadbourne is in error in stating that hay is the only commodity that does not take carload rates per ton regardless of the quantity loaded; witness hops, wool, and hair, for example. The fact is, our rates (in common with all roads west of Chicago) are based on ten tons minimum to the car; and I may add that this was one of the incentives to making the classification on hay so very low; that uniformity of basis might be maintained, the classification was made low enough to give shippers the benefit of a low aggregate rate per car.

The proposal that we should carry hay by the ton weight has, I think, been made without due consideration, and is based on the fact that every shipper of hay would like to have the hay rates of the carrier adjusted to fit his particular hay press, which it needs no argument to prove is not practicable. It would be manifestly unfair to the carrier to compel him to haul hay not baled at all, or only baled with the very lightest press, at the same rate per ton as hay which is tightly compressed.

Of the lightly compressed hay one might load perchance five tons to the car; whereas, of the tightly compressed hay ten tons can easily be placed in a twenty-eight-foot car. In the instance cited in Mr. Chadbourne's communication, he states that hay in twenty-eight-foot cars can be loaded fifteen thousand to eighteen thousand pounds to the car. Using this as an illustration, the shipper who loads seven and one half tons to the car would have his hay hauled from Livermore to San Francisco for \$10 20 per twenty-eight-foot car. Suppose the next car to this was loaded with hay compressed eighteen thousand pounds to the car, the latter would pay \$12 24 for the hauling of his hay in a twenty-eight-foot car. Much of the hay shipped can be loaded twenty thousand pounds to the twenty-eight-foot car, in which event we get \$13 60 for hauling same. Thus, three full carloads are transported from Livermore to San Francisco on which your honorable body is asked to rule that we shall accept but \$10 20 for our services from one shipper, while another who elects to use a heavier press pays \$12 24, and yet another who elects to avail himself of an improved press, pays us \$13 60—all on the same commodity, between same points, where we transport same cars empty to receive the loads, and when loaded have to haul in each case the same non-paying dead weight.

Under present rates no higher charge is made per ton on hay in twenty-eight-foot cars than has heretofore been in effect and authorized.

In adding thirty-four-foot cars to our equipment we have merely equalized the rate charged on loads in such thirty-four-foot cars, so as to avoid the charge of unfair discrimination in favor of or against shippers using thirty-four or twenty-eight-foot cars, as the case might be.

It is in the discretion of economy for the shipper as well as the carrier, that presses which permit of loading hay ten tons to the car be generally used. If the contrary were to be the rule, it is easy to foresee the waste of resources that would ensue, as well as our necessity for then seeking to revise our tariffs to a higher rate per ton carried, in order to compensate us for the less weight carried in each car, as compared with the present basis of our rates, which are carefully adjusted to the needs of the communities we serve, and are approved by your honorable Board.

I note Mr. Chadbourne refers to a refund on some shipments already made. I have looked through our records, but do not find any application for refund on shipments made under the higher rates he refers to.

The last clause in Mr. Chadbourne's letter, touching discrimination in grain rates between Pleasanton and Livermore, is so vague that I find myself unable to discuss it.

Yours truly,

C. F. SMURR.

E. J. EMMONS vs. YREKA RAILWAY COMPANY.

The complaint of E. J. Emmons, dated Sisson, February, 1891, was read by the Secretary. Mr. Emmons complained of overcharges in fares on Yreka Branch Railway.

Upon motion of Commissioner Beckman, the Secretary was instructed

to write to said railway company, forwarding them a copy of complaint, and requesting them to make answer thereto. So ordered.

Complaint and answer thereto are as follows:

COMPLAINT.

Sisson, February 26, 1891.

Honorable Board of Railroad Commissioners:

SIRS: The Yreka Branch Railway Company has recently raised the rates of passenger fares from 50 cents one way to 60 and 70 cents, train rates. Their round-trip tickets have been raised from 75 cents to \$1, tickets good for five days. As some of us Sisson folks travel on that road frequently, we desire to know by what authority their rates have been raised, and also how much a mile is the legal rate. Their road is only seven miles in length.

Yours truly,

E. J. EMMONS.

Filed in office of Railroad Commissioners, March 23, 1891.

JAS. V. KELLY,
Secretary.

ANSWER.

SAN FRANCISCO, April 6, 1891.

Board of Railroad Commissioners, San Francisco, Cal.:

GENTLEMEN: I am in receipt of your favor of the fourth instant. Your informant is correct. We raised the rates of fare on our road on the first of February to the following rates: Single fare, 60 cents, between Yreka and Montague; round-trip tickets, limited to five days, \$1; train rates for single fare, 70 cents.

Our road is seven and one half miles long, and as the laws of the State allow any short line of road to charge fare at the rate of 10 cents per mile, we are still in the limits as prescribed. Our rate is 8 cents per mile. There are other roads in the State that charge the same, or even higher rates per mile than we do.

In order to compel all passengers to purchase tickets, we made the train rate more than the regular fare. Passengers have the remedy in their own hands, and can get the tickets if they wish. Have large posters in the car and at the depot notifying them of the extra charge if they have not got tickets.

Yours truly,

F. A. AUTENREITH,
Secretary.

Filed in the office of the Railroad Commissioners, April 8, 1891.

JAS. V. KELLY,
Secretary.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS, }
April 20, 1891. }

In the matter of the complaint of E. J. Emmons vs. The Yreka Railway Company, the Yreka Railway Company having made answer to the complaint, upon motion of Commissioner Litchfield, the whole matter was referred to Commissioner Beckman for investigation.

The following is a reply to a communication from Commissioner Beckman, as to the condition of the Yreka Railway Company:

APRIL 21, 1891.

WILLIAM BECKMAN, Esq., Railroad Commissioner of California, Sacramento, Cal.:

DEAR SIR: Replying to your favor, I herewith send you a statement of the condition of the Yreka Railway, which, from my own personal knowledge, I know to be correct:

When the road was first talked of, our local people employed engineers to survey and estimate on the cost of building the road. The engineers employed were recommended by the Southern Pacific Company, and of course we thought that their figures might be relied on. Their estimate of the cost was not to exceed \$75,000. However, when the road was completed and equipped it cost about \$115,000. The road is between seven and eight miles in length; and the management tried hard to make it keep even on a fare of 50 cents, but found that at this rate it did not keep even, to say nothing of paying any dividends. When they found this to be the case, an assessment of \$2 50 per share was levied, and at the same time the fare was raised to 60 cents; and it is a big question at the present time whether or not the road is keeping even. It certainly is in no condition

to pay any dividends. To give you an idea of how valuable the people consider this stock, inclosed I hand you a copy of the delinquent list, as it is published, people preferring to let the stock be sold rather than pay even this small assessment.

Mr. Emmons is a man with whom I have no acquaintance. His reputation is not good. I think Messrs. Sisson & Crocker, of Sisson, could give you a very good report as to what kind of a man he is.

Yours very truly,

FRED. E. WADSWORTH,
Cashier.

Filed in office of Railroad Commissioners, April 27, 1891.

JAS. V. KELLY,
Secretary.

COMPLAINT OF FRED. COX, OF SACRAMENTO.

The following complaint of Frederick Cox, of Sacramento, was filed in the office of the Board on April 1, 1891; and the answer of C. F. Smurr thereto was filed April 27, 1891:

COMPLAINT.

To the honorable Board of Railroad Commissioners:

I bought a car of barbed wire of Jones, Givens & Co., to be delivered at Stockton, which is a terminal point, I to pay the freight from Stockton to destination, Delano. The freight for twenty thousand pounds was \$175. Now, the company, Jones & Givens, shipped the wire from San Francisco, and the freight from San Francisco to Delano on said car of wire was \$238. The deduction allowed me from San Francisco to Stockton was \$23 14, which is fully one third the distance from San Francisco to Delano. I understand they charge less from Chicago to San Francisco than from San Francisco to Delano. How is this?

FRED. COX.

ANSWER.

SAN FRANCISCO, April 24, 1891.

Mr. J. V. KELLY, Secretary Railroad Commissioners, San Francisco, Cal.:

DEAR SIR: I herewith return your letter of Mr. Frederick Cox, of Sacramento, dated March twenty-fifth, concerning freight charges on one car of wire, San Francisco to Delano, Waybill L. 429, February fourth. We find Mr. Cox ordered a car of wire shipped to Delano through the house of Messrs. Jones, Givens & Co., and contracted to pay thereon the freight charges from Stockton to Delano. The shippers, Messrs. Jones, Givens & Co., instead of forwarding the car from Stockton, shipped same from San Francisco to Delano, and Mr. Cox paid at destination freight charges amounting to \$233 57; State toll, 80 cents; total, \$294 37.

In adjusting the matter, Messrs. Jones, Givens & Co. deducted from the amount paid what the freight charges would have been from Stockton to Delano, \$271 23, and refunded to Mr. Cox the balance, \$23 14. Mr. Cox has written you objecting to this allowance, because Stockton is fully one third of the distance from San Francisco to Delano, and I presume he reasons from this fact that his refund should be greater.

Comparison of distances and tariff rates on fence wire, carloads, is as follows:

	Miles.	Rates Per 100 lbs.
Distance from Stockton to Delano.....	196.38	85 cents.
Distance from San Francisco to Delano	270.32	92 cents.
Difference	73.94	7 cents.

Distance from San Francisco to Stockton, 91 miles, and 12 cents per 100 pounds.

Freight does not move from San Francisco through Stockton to Delano; but, admitting such was the case, combinations of locals, San Francisco to Stockton, 12 cents; plus Stockton to Delano, 85 cents; making 97 cents only, as against through rate, San Francisco to Delano, 92 cents. We are justified in making a less through rate for long hauls than sum of local rates for short hauls, and the excess in this case, 7 cents, is trivial.

Mr. Cox is evidently misled by want of information concerning rates of water transportation between San Francisco and Stockton and our nominal charge on fence wire between such points, 12 cents per one hundred pounds.

	Via River, per 100 pounds.	Rail (via Stockton), per 100 pounds.
San Francisco to Stockton	10 cents.	12 cents.
Stockton to Lathrop	5 cents.	5 cents.
Lathrop to Delano	80 cents.	80 cents.
Through	95 cents.	97 cents.
		All Rail Direct, per 100 pounds.
San Francisco to Lathrop		12 cents.
Lathrop to Delano		80 cents.
Through		92 cents.

This schedule shows our rate from San Francisco to Stockton is compulsory, on account of river competition; therefore, the question of distance between the two terminals to Delano, raised by Mr. Cox, is untenable. He has been misinformed concerning rates from Chicago to San Francisco, as compared with rates from San Francisco to Delano. Fence wire, carloads, Chicago to San Francisco, \$1 15 per one hundred pounds, which is necessary, because of rates via New York and Cape Horn; San Francisco to Delano, 92 cents per one hundred pounds.

Yours truly,

C. F. SMURR.

W. P. INK ET AL. vs. S. F. & N. P. R. R. CO.

COMPLAINT.

Before the Board of Railroad Commissioners of the State of California.

W. P. INK ET AL., *Plaintiffs,*

vs.

SAN FRANCISCO AND NORTH PACIFIC RAILROAD COMPANY, *Defendant.* }

Since my letter to you of February sixteenth I have talked with several of our best citizens who are much interested in the fares and freights on the S. F. & N. P. R. R., and who wish to join in the protest against the high and almost ruinous rates charged by the railroad, and ask you, in your official capacity, to investigate thoroughly and give us all the relief to which, in your judgment, we are justly entitled. In my former letter I gave some of the reasons why we claim a reduction. I now give a few more. I understand that the Napa Railroad, whose fares and freights were much lower than ours, has recently made another reduction. Again, our wine men claim that it costs nearly one fourth of all their wine product for railroad freight to San Francisco, and other products in proportion. Now, we want not only a general but a genuine reduction. Heretofore they have reduced on one thing and twisted on another, so that in the end they were ahead. Now, as I said before, we nearly built the road and gave it to them, and are now obliged to patronize them. And now, gentlemen, we patiently await your pleasure, with some hopes that our fares and freights may be made to bear some proportion to our reduced products and low prices, and compare favorably with our neighbors on other roads.

We remain yours truly,

W. P. INK, Sheep and Stock Raiser.
JOHN D. WINTER, Winery.
E. G. FURBEN, Winery.
WM. CALDWELL, Winery.
C. HAEHE, Winery.
FRANK McELARNEY, Winery.
P. SMITH, Winery.
J. B. COOLEY, Winery.
JOHN FIELD, Winery.
WM. H. BLACK, Winery.

Filed in office of Railroad Commissioners, April 1, 1891.

JAS. V. KELLY,
Secretary.

AMENDED COMPLAINT.

Before the Board of Railroad Commissioners of the State of California.

W. P. INK ET AL., *Plaintiffs,*

vs.

SAN FRANCISCO AND NORTH PACIFIC RAILROAD COMPANY, *Defendant.*

I, as a taxpayer and representative citizen of this part of the country, ask you, in your official capacity, to examine thoroughly the schedule of fares and freights of the S. F. & N. P. R. R. (Donahue), and compare them with the *Napa* and other roads and places of equal distance, and see whether, in your judgment, we are entitled to a good reduction in our fares and freights. Now, I suppose you have a full list of the fares and freights of all roads. We claim that our fares and freights on this end of the road are all too high. Now, on our barley, wheat, wool, wine, etc., it takes from one third to one tenth of all we can scrape together to pay the freight. It is true we are mostly poor and don't have much to ship, yet I believe the Donahue road is considered one of the best paying roads in the State. Now, we claim some equities in the case. Sonoma County gave this road a subsidy of \$5,000 a mile, making \$285,000, and most of this we still pay interest on. Again, they refused to pay their taxes, and they still owe the county about \$150,000 that they never intend to pay. And now they have a ferry-boat to run the freight into the city without *reloading*. This is another reason for reduction. I will say another thing. Our merchants, shipping men, here are perfectly intimidated. They have to depend on the railroad, and hardly dare do anything that even seems to antagonize the road, or they will *get left*. Another thing: The railroad is, as usual, well fortified here with their *free pay men—cappers*—who, should you ever come here, will probably be the first ones to greet you and ask you to take something, etc.

Hoping that you will take early action, I remain

Yours, etc.,

W. P. INK.

ANSWER.

Before the Board of Railroad Commissioners of the State of California.

W. P. INK ET AL., *Plaintiffs,*

vs.

SAN FRANCISCO AND NORTH PACIFIC RAILROAD COMPANY, *Defendant.*

To the honorable Board of Railroad Commissioners, San Francisco:

GENTLEMEN: Referring to the complaint made to your honorable Board by Mr. W. P. Ink, of Cloverdale, to which our attention has been directed by a note from your Secretary, I respectfully offer the following in regard to freights and fares between Cloverdale and San Francisco, the distance being eighty-four and one half miles:

During the year ending June 30, 1890, we hauled from Cloverdale three thousand six hundred and twenty-eight tons, for which we received \$11,524 95, or \$3 17½ per ton; and as nearly all of this freight was shipped to San Francisco, our revenue was \$5 75 per ton per mile.

Since June 30, 1890, in order to encourage the various industries along the line, we made during the shipping season the following special reductions from our tariff rates:

Wine.....	\$33 to \$28 per car.
Wine grapes.....	\$31 to \$28 per car.
Wood, between Guerneville and Cloverdale.....	\$14 to \$12 per car.
Green fruit, Cloverdale to Santa Rosa canneries.....	\$4 to \$2 75 per ton.
Green fruit, to Healdsburg canneries.....	\$2 60 to \$1 75 per ton.
Wool, between Cloverdale and all local points.....	about 35½ per cent below tariff rates.

We have voluntarily reduced our fares to San Francisco, from time to time, in order to encourage travel, from \$4 25 to \$3; and to Santa Rosa, the county seat, from \$2 25 to \$1 50, with a proportionate reduction between all local points.

Mr. Ink calls your attention to the *Napa* road, and asks you to draw a comparison; and, in this connection, I beg to explain that Calistoga being a competitive point with Hopland for Lake County business, and as the hauls by teams is forty-six miles to Calistoga, as against eighteen miles to Hopland, the Southern Pacific Company have probably reduced the rail rates to offset the cost of the long haul by teams.

If you find our freights and fares, per mile, are higher from Cloverdale than between points of equal distance on the lines of other roads, you will readily understand that the conditions are so widely different, that a local rate which would be profitable to the one in connection with its through business, would ruin the property of the other, which is entirely dependent upon its local traffic for its revenue.

Our property, as you know, consists of a short local road, built through a thinly populated country, with an expensive ferry system connecting it with San Francisco, which has nothing to sustain it except the revenue from the road north of Tiburon.

Our business is all local, and transported short distances, with the same cost of handling as freight transported thousands of miles.

We fully believe that after a thorough investigation of the complaint made by Mr. Ink,

you will decide that our freights and fares are extremely low, considering our location, cost of service, and the limited extent of country and population tributary to our road.

The policy of this company has been from the first to reduce our fares and freights whenever it was possible and consistent to do so, in order to encourage an increase of population and assist the various industries along the line; and, if you desire, we shall be pleased to meet you at any time, and explain what we have done in the past and what we propose for the future.

In conclusion, I desire to say, that as Mr. Ink states that he is a representative citizen, we will concede the fact; but we do not consider him a fair representative of the shippers and patrons of the road, as his total shipment for 1890 amounts to only 5,970 pounds, and not a pound received by him.

Respectfully yours,

H. C. WHITING,
General Manager.

BRIEF FILED ON THE PART OF PLAINTIFFS.

Before the Board of Railroad Commissioners of the State of California.

W. P. INK ET AL., *Plaintiffs,*

VS.

SAN FRANCISCO AND NORTH PACIFIC RAILROAD COMPANY, *Defendant.*

GENTLEMEN: About the last of March I, with others, sent a complaint to your honorable body, to wit: that the Donahue Railroad was and is, as we think, charging us too much for fares and freights. Our communication was courteously and, I think, honestly though adversely answered by Mr. Beckman, and should, as the "Chronicle" says, give W. P. Ink, of writing fluid fame, his quietus. But I was in the last war, and, with others, have met with many defeats, and yet succeeded. Now, I was going to remark (what you already know) that the railroad don't particularly need your care, for they are able, or always have been, to take care of themselves, not only against the county, but as well the State and nation; for all they want is to be let alone, and they will fix their rates for all the traffic will bear. I will just remark again that the railroad now owes the State delinquent taxes, per Controller's Report for 1890, page 36, over two and one half million dollars, that they never intend to pay, and the Donahue Railroad left \$150,000 taxes in Sonoma County unpaid (but compromised by hook or crook; see county record, 1881). We of Cloverdale are, of course, but a small fraction of the people of the State, and I suppose the railroad managers are very indignant that we even dare to hint at a reduction of rates.

Now, I find it very difficult to get correct rates and other data. The railroad officials are very suspicious, and won't talk. I have to rely mostly on the Railroad Commissioners' Report, 1890. I find on page 32, table 2, earnings of Donahue S. F. & N. P. R. R. over expenses greater than any other road reported; page 34, table 4, gross earnings per mile greater than any other railroad in the State reported; page 36, table 6, shows a greater net income than any other single railroad in the State reported; page 48, table 18, shows in your thirty or more samples of local passenger rates from different points and places and on different roads, the average fare is quite less than 3 cents. Now, I will mention one other thing, to show how they beat the county, per report of Board of Equalization, page 33, Schedule D, 1888. S. F. & N. P. R. R. was assessed for ninety-two and one half miles in Sonoma and Marin Counties, while they are charging fares and freights on about one hundred and forty-five miles, which makes a grand difference in the amount of taxes. Now, I think I have shown by your own report that the Donahue Railroad is the best and highest paying road in the State, and that we are entitled, without doubt, to a reduction, and we don't care how soon it comes.

We claim we are discriminated against in our fares. When we go to Santa Rosa to pay our taxes that goes to pay the interest on \$285,000 subsidy bonds, that helped build the railroad, we have to pay 4 cents per mile; and from here to Geyserville, nine miles, 45 cents, and freight in proportion. A short time ago they did reduce the freight from Healdsburg, on account of wagon competition. The merchants at Geyserville have their goods hauled from Petaluma, and now merchants at Geyserville have their goods unloaded at Healdsburg, and haul from there with teams and wagons. Cloverdale could make money by doing the same.

Now what we ask is to have our fares put at 3 cents per mile, and we would like to have the miles taken from the report of the Board of Equalization, and our freight reduced one fifth, which is in accord with the idea expressed in their circular, that would be made when the large ferry-boat begins to run. I will just say that the North Pacific Coast Railroad is not in any way to be compared with the Donahue.

And as for the little *stir* of the "Chronicle" reporter, it may deter others from coming before you and asking at your hands that which in justice they are entitled to.

And now, gentlemen, I have in an awkward way set our complaint, claim, and equities partly, at least, before you, hoping for your joint consideration and favorable decision. I will say further, that we do not intend to charge the railroad men with being sinners above all men, but I do contend that the intention of *law* is, by creation of the office of Railroad Commissioner, to protect the people from discrimination and undue extortion by a rich and soulless monopoly or corporation.

W. P. INK.

On May 4, 1891, the Board directed the Secretary to inform Mr. Ink that Commissioner Beckman had made his report in the case of W. P. Ink vs. The S. F. & N. P. R. R. Co., and that the Board had adopted the report of Commissioner Beckman, as follows:

REPORT OF COMMISSIONER BECKMAN.

To the honorable Board of Railroad Commissioners, San Francisco:

DEAR SIR: I have made a thorough examination, at your request, of the complaint of W. P. Ink and others, from Cloverdale, in relation to freights and fares from Cloverdale to San Francisco.

I find that the regular fare from San Francisco to Sacramento, distance ninety miles, is \$3 30; from San Francisco to Cloverdale, distance eighty-four and one half miles, fare \$3; from San Francisco to Cazadero, distance eighty-seven miles, fare \$3 50; from San Francisco to Calistoga, distance seventy-three miles, fare \$2 30; from San Francisco to Lathrop, distance eighty-three miles, fare \$2 50; from San Francisco to Madison, distance eighty-eight miles, fare \$3 20; from San Francisco to Woodland, distance eighty-six miles, fare \$3 05.

You will see by the above comparison that the fare is about the same on all the different roads. The fare from Lathrop to San Francisco, for the same distance, is lower than on any other road, but they carry five passengers over that road where they carry one between Cloverdale and San Francisco. So by making an average, Cloverdale does not pay any higher fare than any other locality similarly situated.

I also made a thorough examination of the freight schedules. I found that on some classes of freight Cloverdale is charged more than other localities similarly situated, but on other classes of freight I find that the charges are in favor of Cloverdale. By averaging, I find that Cloverdale is not charged any more than other localities the same distance from San Francisco, and similarly situated.

Respectfully submitted.

WM. BECKMAN,
Commissioner First District.

JOHN HEINLEN vs. SOUTHERN PACIFIC COMPANY.

COMPLAINT.

Before the Board of Railroad Commissioners of the State of California.

JOHN HEINLEN, *Plaintiff,*

vs.

THE SOUTHERN PACIFIC COMPANY, *Defendant.*

SAN JOSÉ, August 9, 1890.

JAS. V. KELLY, *Esq., Secretary Railroad Commission:*

DEAR SIR: On May 5, 1890, Burnstine Bros., junk dealers of San Francisco, shipped to J. Heinlen, Lemoore, Tulare County, nine thousand and eighty pounds of junk, consisting of old cable wire (which cost \$10 per ton). The S. P. R. R. Co., as you will see by the inclosed expense bill, charged freight on this lot of goods \$95 33, or \$1 05 per hundredweight, which we paid under protest. The railroad company claim that they have no fixed rate on old goods, hence they charged me the same rate as on new goods. New goods of this character cost at least \$100 per ton.

We claim that these goods should have been shipped at junk rates, which, I believe, is the lowest known rate on schedule.

Will you have the kindness to investigate this matter?

Yours respectfully,

G. A. HEINLEN.

Filed in office of Railroad Commissioners, August 12, 1890.

JAS. V. KELLY,
Secretary.

ANSWER OF THE SOUTHERN PACIFIC COMPANY.

SOUTHERN PACIFIC COMPANY, OFFICE GENERAL TRAFFIC MANAGER,
SAN FRANCISCO, September 5, 1890.

Mr. JAMES V. KELLY, *Secretary Board of Railroad Commissioners, City:*

DEAR SIR: Herewith please find inclosures received with yours of the second instant, and note reply of our General Freight Agent concerning shipment of cable to Mr. Heinlen at Lemoore, from which it seems that the proper tariff rate was charged.

Yours truly,

R. GRAY.

SOUTHERN PACIFIC COMPANY (PACIFIC SYSTEM),
OFFICE GENERAL FREIGHT AGENT, SAN FRANCISCO, September 4, 1890.

RICHARD GRAY, Esq., *General Traffic Manager*:

DEAR SIR: Tariff, San Francisco to Lemoore, reads:

	L. C. L.	C. L.
Wire cable, old or new.....	\$1 05	-----
Barbed fence wire.....		\$0 88
Junk.....		88

The shipment made by Mr. Heinlen was not junk, nor intended to be used for the purpose to which junk is usually put, therefore should not be made subject to such rate. The shipment was, in fact, a lot of old street car cable, very bulky, using up much car space.

It was purchased and shipped with the intention of separating the cable and using the wire for fencing purposes. It was less than carload shipment, and rate as charged, \$1 05 per one hundred pounds, is correct.

Yours truly,

C. F. SMURR.

Filed in office of Railroad Commissioners, September 5, 1890.

JAS. V. KELLY,
Secretary.

SOUTHERN PACIFIC COMPANY (PACIFIC SYSTEM),
OFFICE GENERAL FREIGHT AGENT, SAN FRANCISCO, January 29, 1891.

Mr. J. V. KELLY, *Secretary State Board of Railroad Commissioners, Chronicle Building, City*:

DEAR SIR: Herewith find G. A. Heinlen's letter to you of date San José, August 9, 1890.

Mr. Heinlen has been charged the standard tariff rate as published January 1, 1890, and accepted by the Commission, on second-hand cable or wire rope, less than carloads. You appreciate this is a commodity that is not in general use; its movement very limited. Referring back we find that in 1882 we made a carload rate from San Francisco to Bakersfield of \$80 per car of ten tons, and again, in 1888, we made a carload rate.

We think it hardly proper to rate this commodity, in either carloads or less, as junk; it is not intended for the purpose that junk is; the volume is modest comparatively. The particular purpose this was intended for, we understand to be to supersede wire fencing, which pays this company, on shipments in this quantity, the same rate as charged on second-hand cable.

Yours truly,

C. F. SMURR,
General Freight Agent Southern Pacific Company.

Filed in office of Railroad Commissioners, January 31, 1891.

JAS. V. KELLY,
Secretary.

The Secretary submitted the following amended complaint from John Heinlen, complaining of excess of charges upon shipment of junk from San Francisco to Lemoore, Tulare County, Cal.

The Secretary reported that he had sent Mr. Heinlen's complaint to the Southern Pacific Company, and requested an explanation of the same, and received in reply the answer of the Southern Pacific Company, which was read, and, upon motion, the whole matter was referred to Commissioner Rea.

AMENDED COMPLAINT.

JOHN HEINLEN, *Plaintiff*,
vs.
THE SOUTHERN PACIFIC COMPANY, *Defendant*.

To the honorable Railroad Commissioners of the State of California:

The plaintiff, John Heinlen, complains of defendant, the Southern Pacific Railroad Company, and alleges:

That on the sixteenth day of April, 1890, plaintiff shipped by and over defendant's

railroad, from San Francisco, Cal., to Lemoore, Tulare County, Cal., five coils of junk, or second-hand wire, weighing eight thousand six hundred and fifty pounds. That said defendant charged, and plaintiff (under protest) paid, freight on the same at the rate of \$1 05 per hundredweight, aggregating in full the sum of \$91 08. That said charge was and is unreasonable and unjust, and plaintiff asks that a rebate be made to him as may be just in the premises.

Further complaining, plaintiff alleges that on the twenty-second day of March, 1890, he shipped by and over defendant's railroad, from San Francisco, Cal., thirty-nine coils of junk or second-hand wire, weighing one thousand seven hundred and fifty pounds. That said defendant charged, and plaintiff (under protest) paid, freight on the same at the rate of \$1 05 per hundredweight, aggregating in full the sum of \$18 43. That said charge was and is unreasonable and unjust, and plaintiff asks that a rebate be made to him as is just and proper in the premises.

Further complaining, plaintiff alleges that on the eighth day of January, 1890, he shipped by and over defendant's railroad, from San Francisco, Cal., to Lemoore, Tulare County, Cal., seven coils of junk or second-hand wire, weighing one thousand two hundred and thirty-five pounds. That said defendant charged, and plaintiff (under protest) paid, freight on the same at the rate of \$1 05 per hundredweight, aggregating in full the sum of \$13 63. That said charge was and is unreasonable and unjust, and plaintiff asks that a rebate be made to him as is just and proper in the premises. That the total amount of shipments aforesaid are as follows:

8,650 pounds, at \$1 05	\$91 08
1,750 pounds, at \$1 05	18 43
1,235 pounds, at \$1 05	13 63
11,635 pounds	\$123 14

That hereto attached are expense bills No. C 784,952; No. C 784,558, and No. C 483,792.

JOHN HEINLEN.
By G. A. HEINLEN.

Filed in office of Railroad Commissioners, April 1, 1891.

JAS. V. KELLY,
Secretary.

ANSWER TO AMENDED COMPLAINT:

J. V. KELLY, *Esq.*, Secretary Railroad Commissioners, San Francisco, Cal.:

DEAR SIR: I herewith return you communication from Mr. John Heinlen concerning charge made by this company on shipment of old cable wire consigned to his address at Lemoore Station, on which he claims an overcharge.

I find the shipments as follows: San Francisco to Lemoore, waybill 713, January 8, covers seven coils of wire; weight, one thousand two hundred and thirty-five pounds. Rate charged thereon, \$1 05 per one hundred pounds. Total freight charges, \$13 63. This shipment consisted of old street car cable.

March 22, San Francisco to Lemoore, waybill 3109, thirty-nine coils wire; weight, one thousand seven hundred and fifty pounds. Rate, \$1 05 per one hundred pounds. Freight charges, \$18 43. This shipment comprised a mixed shipment of old street car and old elevator cable.

April 16, San Francisco to Lemoore, waybill 2315, five coils of old wire; weight, eight thousand six hundred and fifty pounds. Rate, \$1 05. Freight charges, \$91 08. This consignment consisted of old street car cable.

These shipments cannot be made subject to our reduction in carload rates on wire cable second-hand, January twenty-eighth, and but only one is entitled to a refund, namely: shipment of April 16. On this we have charged: freight, \$90 83; State toll, 25 cents; total, \$91 08. Our carload rate on a shipment of like character would be fourth class, plus 20 per cent, San Francisco to Lemoore, \$79 20; State toll, 25 cents; total, \$79 45; which entitled Mr. Heinlen to a refund of \$11 63, and voucher in his favor for such amount will be issued at once.

I herewith return expense bills for the other consignments, and as they consist of less than carload shipments they have not been charged in excess.

Yours truly,

C. F. SMURR,
General Freight Agent Southern Pacific Company.

Filed in office of Railroad Commissioners, April 25, 1891.

JAS. V. KELLY,
Secretary.

REPORT OF COMMISSIONER REA.

SAN JOSÉ, January 31, 1891.

To the honorable Board of Railroad Commissioners:

GENTLEMEN: In the case of G. A. Heinlen vs. The Southern Pacific Company, which case was referred to me by the old Board for investigation, I respectfully submit the following report:

I find that the plaintiff, G. A. Heinlen, has been excessively overcharged, and suggest that the Board make out a new schedule covering this class of freight, and further, that there be a reduction made of least 20 per cent.

All of which is respectfully submitted.

J. W. REA,

Commissioner for Third District.

On February 16, 1891, the above report of Commissioner Rea was adopted.

Commissioner Litchfield moved that the Secretary be directed to call upon the Southern Pacific Company and request them to make a rebate in favor of G. A. Heinlen of 20 per cent upon his shipment of cable wire, as per his complaint dated August 9, 1890, and amendment thereto. Carried.

The Southern Pacific Company was duly notified of the above order of the Board, and has complied with the same by the publication of circular No. 2712, as follows:

CIRCULAR No. 2712.

LOCAL CLASSIFICATION—WIRE CABLE, SECOND-HAND.

SOUTHERN PACIFIC COMPANY (PACIFIC SYSTEM),
GENERAL FREIGHT OFFICE, SAN FRANCISCO, January 28, 1891. }

To Agents:

Please refer to Local Classification, page 35, and add: "Wire cable, second-hand, carloads, fourth class plus 20 per cent, but not to exceed third class less 20 per cent."

C. F. SMURR,
General Freight Agent.

SAN DIEGO, April 11, 1891.

The Board met in the rooms of the Chamber of Commerce.
Commissioner Rea stated the object of the meeting.
There being no complaints, the Board adjourned.

RIVERSIDE, April 13, 1891.

The Board met in rooms of the City Trustees. Full Board present.
Commissioner Rea stated the object of the meeting.
There being no complaints, the Board was declared adjourned.

LOS ANGELES, April 14, 1891.

The Board met at the rooms of the Mayor of the city. Full Board present.

Commissioner Rea stated the object of the meeting.
There being no complaints, the Board adjourned.

SANTA BARBARA, April 15, 1891.

The Board met at the City Hall at two o'clock. Present: Commissioners Rea, Litchfield, and Beckman.

Commissioner Litchfield stated the object of the meeting, and requested any person present, having complaints, to present them.

There being none, the Board then adjourned.

BAKERSFIELD, April 16, 1891.

The Board met at the Southern Hotel.

Commissioner Rea stated the object of the meeting.

There being no complaints or other business, the Board adjourned to meet at the office of the Board in San Francisco.

GLENWOOD LUMBER COMPANY ET AL. vs. SOUTHERN PACIFIC COMPANY.

In the matter of freight charges on cordwood by the Southern Pacific Company from Glenwood to Laurel Station, in Santa Cruz County.

PETITION OF SHIPPERS.

Before the Board of Railroad Commissioners of the State of California.

GLENWOOD LUMBER COMPANY ET AL., *Plaintiffs,* }
 vs. }
 SOUTHERN PACIFIC COMPANY, *Defendant.*

To the honorable Board of Railroad Commissioners of the State of California:

Your petitioners herein respectfully show: That they are citizens of the State of California, residing and doing business on the line of the South Pacific Coast Railway, with their stations and shipping points at Laurel and Glenwood, in Santa Cruz County, and at Wrights, in Santa Clara County.

That petitioners are shippers over said railway from said points to the city of San José, which city is their principal market for their products and materials.

That the freight charges upon cordwood from said Laurel and Glenwood and Wrights Stations are excessive and unreasonable, in this: Said management and said railway charge these petitioners and all others shipping cordwood from said stations to the city of San José the following rates, to wit: on hardwood and fir, \$1 75 per cord, from Laurel and Glenwood, and \$1 65 per cord from Wrights; on redwood, \$1 35 per cord. Said management and said railway haul cordwood from Boulder Creek, in said Santa Cruz County, to said city of San José, at the following prices, to wit: on hardwood and fir, \$1 75 per cord; on redwood, \$1 50 per cord.

That the distance over said railway from Glenwood Station to said city of San José is about twenty miles, and from Laurel about nineteen miles.

That the distance from Boulder Creek to San José, over said railway, is about thirty-five miles.

That the expense and cost of service from said stations of Laurel, Glenwood, and Wrights to said city of San José, as petitioners are informed and believe, are much less and much cheaper than the expense and cost of service from Boulder Creek to said city of San José, and that said city of San José is also the chief market of Boulder Creek.

That the expense to petitioners, and all shippers of cordwood from said Laurel, Glenwood, and Wrights, is much greater than the expense of shippers of cordwood from Boulder Creek Station, on account of and for the reason that the distance from the respective points where this wood is cut is much greater and the wagon haul much longer than from similar points in or about Boulder Creek Station; and that the cost to said railway is much greater for its service rendered Boulder Creek shippers than the cost of similar service rendered to Laurel, Glenwood, and Wrights shippers, for the reason that a special train and extra service are required for the former, and none for the latter.

Wherefore, your petitioners pray that the rates upon cordwood from said stations of

Laurel and Glenwood and Wrights be reduced and equalized, and the above discrimination against said stations be corrected, in order that petitioners and all shippers from said points may be able to compete fairly and justly in said market, and that this petition, and the prayer thereof, be heard and determined without unreasonable delay.

All of which is respectfully submitted.

GLENWOOD LUMBER COMPANY.
By H. J. ROGERS.

This petition contains the signatures of twenty-eight persons.

ANSWER.

Before the Board of Railroad Commissioners of the State of California.

GLENWOOD LUMBER COMPANY ET AL., *Plaintiffs,*
vs.
SOUTHERN PACIFIC COMPANY (S. P. C. RY. DIVISION), *Defendant.* }

The above named defendant, without in any manner waiving, but in all things expressly insisting upon its objections herein expressly made, that the complaint of the plaintiffs above named does not state facts sufficient to authorize the proceedings, and does not conform to the requirements of Section 9, Chapter LIX, Statutes of 1880, for answer in its behalf of the said complaint, denies that the freight charges upon cordwood from Laurel or Glenwood or Wrights Stations, or any or either of them, are excessive or unreasonable.

Defendant denies that the expense or cost of service from said stations of Laurel, Glenwood, and Wrights, or from any or either of them, to the city of San José, is much or at all less, or much or at all cheaper than the expense and cost of service from Boulder Creek to said city of San José.

Defendant denies that the expense to petitioners and all shippers of cordwood from Laurel, Glenwood, and Wrights is much or at all greater than the expense of shippers from Boulder Creek Station, or that the cost to this defendant is much or at all greater for its service rendered Boulder Creek shippers than the cost of similar service rendered to Laurel and Glenwood and Wrights shippers, or any of them.

And defendant denies generally all the averments of the said complainants not herein expressly admitted.

And further answering, this defendant avers: That the freight rates on cordwood over the railroad of this defendant from Boulder Creek, from Glenwood, from Laurel, and from Wrights Station, to San José, are all and each of them unreasonably low, and are less than the rates on cordwood over any other railroad similarly situated in the State of California.

That none of those rates give a fair or reasonable return for the services rendered by this defendant in the transportation of cordwood, and none of the cordwood transported by this defendant from any of the said stations bears its proper proportion of the costs of the operation and maintenance of the said railroad.

That the said rates, and each of them, are so grossly inadequate for the service rendered under them that if all other freights over the railroad of this defendant were carried at like low rates the said railroad could only be operated and maintained at a loss, and would have to be abandoned.

That the shipments of cordwood from Glenwood, Laurel, and Wrights, which are way stations, are very small compared with the shipments from Boulder Creek, which is a terminal station, and the expense of the greater delay of its cars, and of switching in hauling cordwood from these way stations, about equals the expense of the additional mileage in hauling cordwood from the terminal station.

That these rates on cordwood have been adjusted to each of said stations to the lowest possible charge above the actual cost of transportation for the services rendered, and if as plaintiffs claim, but which this defendant does not admit, does not believe, and has hereinbefore denied, these rates ought to be readjusted so as to make a greater difference in and thereby equalize the freight rates to San José upon cordwood from the way stations, Wrights, Laurel, and Glenwood, and the terminal station, without lowering the rates from the way stations.

Wherefore, this defendant having fully answered, prays judgment that plaintiffs take nothing by this proceeding, and that the complaint herein be dismissed.

JAS. C. MARTIN AND A. A. MOORE,
Attorneys for Defendant.

STATE OF CALIFORNIA, }
City and County of San Francisco. } ss.

C. F. Smurr, being duly sworn, deposes and says that he is an officer, to wit: the General Freight Agent, of the defendant (a corporation), and makes this verification for and in behalf of said defendant; that he has heard read the foregoing answer and knows the contents thereof; that the same is true of his own knowledge except as to the matters

which are therein stated on his information and belief, and as to those matters that he believes it to be true.

C. F. SMURR,
General Freight Agent Southern Pacific Company.

Subscribed and sworn to before me, this seventeenth day of February, A. D. 1891.

E. B. RYAN,
Notary Public.

STIPULATION.

Before the Board of Railroad Commissioners of the State of California.

GLENWOOD LUMBER COMPANY ET AL., *Complainants,*
vs.
THE SOUTHERN PACIFIC COMPANY (S. P. C. RY. DIVISION). }

It is hereby stipulated and agreed by and between the parties hereto, that the petition and complaint on file herein be withdrawn and dismissed without prejudice, and the petitioners and complainants now hereby move the dismissal of said petition and complaint, and take leave so to dismiss and withdraw the same as aforesaid.

ARCHER & BOWDEN,
Attorneys for Complainants.

Filed in office of Railroad Commissioners, April 17, 1891.

JAS. V. KELLY,
Secretary.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS, }
April 20, 1891. }

In the matter of the complaint of the Glenwood Lumber Company et al. vs. The Southern Pacific Company, the Secretary read a stipulation and motion to withdraw complaint on the part of plaintiffs.

J. C. Martin, Esq., attorney for defendant, the Southern Pacific Company, appeared and assented to the stipulation and motion to withdraw complaint on behalf of his company, and upon motion of Commissioner Beckman, the complaint was dismissed.

GEO. H. BENNETT vs. SOUTHERN PACIFIC COMPANY.

Complaint was received from Geo. H. Bennett of Coalinga, Fresno County, Cal., April 20, 1891, complaining of insufficient mail service.

Copy of same was served on the Southern Pacific Company. An answer was duly made by the Southern Pacific Company, claiming that they have complied with the contract made with the United States Government; that the Post Office Department has authorized only a tri-weekly mail service between Huron and Alcalde (Coalinga being an intermediate point), and the Southern Pacific Railroad Company is fully complying with all the requirements of the Post Office Department in the matter of carrying such mail.

PETITION OF THE CITIZENS OF MIDWAY, ALAMEDA COUNTY.

The following petition to the Southern Pacific Company, for a depot or platform at Midway, in Alameda County, was received by the company April 22, 1891:

We, the undersigned citizens of Midway and surrounding country, do petition the Southern Pacific Company to build a depot or platform at this place, for the accommodation of those who may ship or receive freight. The old depot was destroyed by fire some time ago, and a new one or a platform is badly needed.

The above petition was signed by twenty-five citizens living in the vicinity of Midway.

The following is the reply of the Southern Pacific Company to the petition of the citizens of Midway for a depot or platform:

To C. A. DOUGLAS, *Midway*:

Answering your petition of April 21, 1891, relative to a depot or platform at your station, would say:

I find that for the year 1890 the business of Midway was not quite fifteen cars of freight received, and three and one half cars of freight forwarded. That is including everything, so that the freight earnings of the station were not very much in excess of what it would cost us to build a platform.

I have given instructions that the ground shall be leveled off at the track, so that a team can readily get to the door of a car, and it appears to me that that ought to be sufficient until the business at the station reaches greater proportions.

Yours truly,

A. D. WILDER,
Division Superintendent.

May 9, 1891.

On July 12, 1891, the citizens of Midway, Alameda County, through C. A. Douglas, petitioned the Board of Railroad Commissioners for redress, setting forth that the Southern Pacific Company had refused to grant them a depot or a platform.

The Southern Pacific Company was notified in due form, and on the fifteenth day of October the Southern Pacific Company made answer to said petition, substantially the same as that made to the citizens of Midway, and accompanied said reply with a tabulated statement showing in detail the volume of business done at Midway, as shown below:

FREIGHT FORWARDED AND RECEIVED AT MIDWAY DURING THE YEAR 1890.

	Forwarded.	Received.
Wheat, in carloads.....	211,990	-----
Barley, in carloads.....	300,500	-----
Hay, in carloads.....	522,150	-----
Sheep, in carloads.....	20,000	-----
Lumber, in carloads.....	-----	78,080
Posts, in carloads.....	-----	20,000
Wool, in less than carloads.....	43,165	-----
Hides, in less than carloads.....	8,775	-----
Merchandise, in less than carloads.....	69,595	294,665
	1,176,175	392,695

At Midway 294,665 pounds of merchandise were received in 1890, and 69,595 pounds of merchandise were forwarded in 1890; amounting to nearly fifteen cars received and three and one half cars forwarded.

DECISION OF THE BOARD.

In the matter of the petition of the citizens of Midway, Alameda County, for a depot or platform, the Board having had the same under consideration and having made an investigation, upon motion of Commissioner Litchfield, the Secretary was instructed to notify the parties that the Commission did not feel justified in requesting the railroad company to comply with the demand made, in consequence of the small amount of business transacted at that station, and that it was not within the power of the Commission to order it done.

PETITION OF HALL, LUHRS & CO. ET AL.

The following petition was filed in the office of the Board of Railroad Commissioners on May 4, 1891:

PETITION.

SACRAMENTO, April 25, 1891.

To the honorable Board of Railroad Commissioners of the State of California:

The undersigned, engaged in trade or other pursuits that make it necessary to travel extensively on the railroads of this State, either in person or by agents, suffer great inconvenience, delay, and expense by reason of the small number of trains run by the respective companies upon which passengers are permitted to ride. While we realize that the rights and interests of the companies should be fully considered, and that they should not be asked to run trains at a loss merely for the convenience of the public, we do think they should carry passengers on all regular freight trains, as well as on passenger trains.

If the economical and expeditious handling of their freight business will not admit of their affording the accommodations accorded passengers on passenger trains, we think a plan can be devised whereby they could place on sale freight train tickets, containing suitable provisions requiring parties desiring to avail themselves of the privilege, to obtain their tickets before the trains were due to arrive at such place, and conditioned that the purchasers thereof shall get on and off, at their own risk, at the point of embarkation and debarkation as the convenience of the company's business connected with the operation of the respective trains require. Also, have suitable provisions for freight train permits with same conditions, so that persons holding mileage tickets could avail themselves of the accommodations. Believing that you can place this important matter before the different companies in such light as will secure this valuable privilege, we are, respectfully,

The petition is signed by twenty-five firms.

ANSWER OF THE SOUTHERN PACIFIC COMPANY.

SAN FRANCISCO, May 9, 1891.

To the honorable Board of Railroad Commissioners, State of California, San Francisco, Cal.:

GENTLEMEN: I am just in receipt of a petition, under date of the twenty-fifth ultimo, signed by many patrons of our road, filed in your office on the fourth instant, and forwarded to the undersigned by your Secretary.

Your petitioners urge the company to arrange for carrying passengers on certain freight trains, other than those now carrying them, as well as on all passenger trains, and they suggest a plan whereby the company could place the sale of freight train tickets, containing suitable provisions requiring the parties desiring to avail themselves of such privileges to obtain tickets before the trains are due to arrive, and conditioned that passengers shall get on and off these trains at their own risk at points of embarkation and debarkation, restricted to such conveniences as the business of the company's service connected with the operation of its respective freight trains might afford. Also, to issue freight train permits, with the same conditions, so that persons holding mileage tickets (recently put on sale for benefit and convenience of the traveling public) could avail themselves of freight train accommodations.

However much we might feel disposed to oblige the traveling public in this respect, there are many very sound and reasonable objections to our carrying passengers on freight trains, which are probably not fully understood by your petitioners.

In the first place, I need not offer any argument to demonstrate to the gentlemen forming your honorable body that our freight trains are not supplied with requisite vehicles for the ordinary convenient carriage of persons; nor to show you that the necessities in modern railway freight traffic require that it should not be burdened with the high responsibility incident to the movement of passengers.

Caboose cars, so called, are constructed for the convenience of trainmen, in which they carry their working tools, to afford them a place of abode, both day and night, when away from their respective homes, and are, as is well known, entirely unsuitable for the accommodation of passengers; therefore, if we were to generally carry passengers on freight trains, it would involve the necessity of putting a passenger coach on each freight train.

Furthermore, nearly all our trains are equipped with the latest modern appliances that have been invented within the past few years for the promotion of safety and for the purpose of expediting the movement of traffic, resulting in great benefit to shippers. As we load our locomotives to their full capacity on the several divisions, keeping as closely as possible within the lines of true economy, our freight trains in the valley are usually long and heavy, containing from forty to sixty cars, and when the automatic brake is applied to a long train of freight cars the forward cars naturally feel the force of the braking power first, the "slack" of the train closes up, thereby causing at times quite a shock to be felt upon the rear cars of the train, particularly in the caboose, since it is usually lighter than the other cars. This shock is greatly magnified when an emergency stop is necessary, though, in either case, the shock is oftentimes sufficiently severe to throw down and occasionally injure those unaccustomed to such rough usage.

We, as common carriers, have learned from past experience that under the law we would be afforded no relief when we take passengers on other than passenger cars and trains properly equipped for such purposes. An unbroken record of our experience shows that there is a responsibility thrust upon the railroad company, and the latter is liable to be mulcted in heavy damages, regardless of any contract that may be entered into between the company and the individual for the protection of the former. As the statute does not compel the purchase of a ticket, many would refuse to do so, but even when a passenger accepts one, with full knowledge of its terms, as is proposed for the special issue to meet the demanded privileges, he assents to the rate of fare and time and manner of delivery therein stated; but the acceptance of such ticket would not relieve the railroad company from liability for loss or injury for want of the exercise of the highest degree of care, or failure to provide the usual and ordinary facilities for passenger traffic.

Nearly all these through freight traffic trains are run "special;" in other words, not on schedule time, and they stop, as a rule, only for fuel, water, and running orders. This is essential in order that we may meet the requirements of rapid transit forced upon us through the demands of shippers. The service on the local freight trains, especially upon the valley lines, would render it even more hazardous to attempt to handle passengers thereon, for the reason that they are constantly taking on and setting out cars, causing frequent repetition of the shock hereinbefore referred to; again, freight trains in stopping at stations leave the caboose quite a distance from the platform and station grounds, so that it would be practically impossible to handle with any degree of satisfaction the passenger or his baggage.

It is well understood in the practical operation of a line of railroad that the exigencies of the business of the period render it impracticable for it to attempt to carry passengers upon freight trains, and at the same time serve the public with reasonable diligence and economy in the conduct of its freight business.

There are between San Francisco (or, more properly speaking, Vallejo) and Calistoga, two passenger trains in each direction daily; Calistoga, Santa Rosa, Esparto, and Vallejo, two trains; San Francisco and San José, ten trains; San Francisco and Port Costa, nine; San Francisco and Niles, six; Davis and Sacramento, seven; Port Costa and Davis, five; Lathrop and Stockton, five; Niles and San José, five; Port Costa and Martinez, four; Tracy and Lathrop, four; Martinez and Tracy, three; Niles and Livermore, three; Tehama and Red Bluff, three; Sacramento and Colfax, three; Sacramento and Marysville, via Roseville, two; Marysville and Tehama, Marysville and Oroville, Davis and Woodland, Red Bluff and Redding, Colfax and Reno, Lathrop and Saugus, Colton and Banning, Saugus and Santa Barbara, Sacramento and Placerville, Lodi and Valley Springs, Goshen and Lemoore, Los Angeles and Santa Barbara, Los Angeles and San Pedro, Los Angeles and Santa Ana, all have two passenger trains each way daily; Los Angeles and Santa Monica, four; Los Angeles and Long Beach, three. Thus it will be seen that the company has from two to as many as ten passenger trains running on nearly all of its lines, daily, even over outlying sections where traffic is very light.

Having a desire to oblige our patrons, so far as practicable, we will likely in the future, as we have in the past, extend freight train privileges over such portions of our line as considerations of safety and the requirements of the service will permit. With an expression of regret, however, that we are at the present time, for reasons herein indicated, unable to make this practice general, I am,

Yours very truly,

A. N. TOWNE.

JAS. V. KELLY,
Secretary.

Filed in office of Railroad Commissioners, May 9, 1891.

ARGUMENT FOR PETITIONERS.

SACRAMENTO, May 11, 1891.

To members of the State Board of Railroad Commissioners of California:

I am this day in receipt of letter from the Secretary of your Board, transmitting through yourself letter from A. N. Towne, Vice-President and General Manager of the Southern Pacific Company, in answer to the communication presented by Hall, Luhrs & Co. et al., for the consideration of your Board, in conjunction with the Southern Pacific Company's representatives, with respect to freight train tickets, and have carefully noted Mr. Towne's statements.

Without attempting to discuss the details of his reply, will say, solely with reference to the matter of convenience, that the accommodations specified by him will not meet the requirements of the people who signed the request forwarded to you. It is apparent from his letter that in the lower part of the Sacramento Valley and on the lines adjacent to San Francisco, the accommodations are much better than in that portion of the Sacramento Valley from Sacramento east and north.

It is a fact that there are two passenger trains daily between Roseville Junction and Red Bluff; that is, there are two passenger trains each way every twenty-four hours; but for all practical purposes, there is but one. The Oregon through express train leaves here at midnight, passing through Roseville Junction and every other town between Sacramento and Redding before business hours, and the opposite of that train, south bound, passes between Redding and Sacramento after the close of business hours. Unless a traveler was prepared to leave Roseville Junction or Redding at the close of the day's business, so that he could go from Redding to Anderson, or to Lincoln from Roseville, at his first point, for the next day's business, that train is of no utility whatever. The points between Roseville Junction and Redding, with possibly the exception of going from Redding to Anderson or Cottonwood, can be made by but one train, to accomplish anything. If the traveler leaves Roseville Junction on the north bound Oregon train, he will get to Lincoln, where he must remain until about four o'clock the next day, or to put it more particularly, the same afternoon, as he will arrive at Lincoln about two o'clock A. M. Then he may take the Red Bluff accommodation and get to Sheridan, where he can probably get away in time to take the next night's Oregon train to Wheatland, at which place he must remain another day, when he can get to Marysville in time for supper. Gridley, Live Oak, Biggs, Nelson, Chico, Tehama, and other points upon that line have but one train per day, and every time a traveler gets off at one of those towns he is stranded for twenty-four hours, for all practical purposes, unless he takes a livery team, which is almost the universal practice; and it is this large expense of livery hire or loss of time that prompts the request that has been made. The same rule with regard to making points applies to the south bound traveler between Redding and Roseville Junction.

With respect to the west side of the river, between Tehama Junction and Woodland, there is only one passenger train every twenty-four hours.

From Redding north there is only one train every twenty-four hours.

On the lines east from here, as far as Colfax, the accommodations are very fair, made so recently by placing on the local train from this point to Colfax; but from Colfax to Truckee, while there are two trains daily, there is practically but one, as they pass through the stations of Towles, Gold Run, Dutch Flat, Cisco, Blue Cañon, etc., after night, and after business hours.

Accommodations between this place and Lathrop are very fair, but the lines I have specified are the ones in which the business men of this city are more particularly interested, and upon those lines the accommodations are absolutely inadequate.

The small towns specified, viz.: Lincoln, Sheridan, Wheatland, Gridley, Live Oak, Biggs, Nelson, and such places as Blacks, Yolo, Williams, Germantown, Corning, and Kirkwood, are places where usually two or three hours will be all a traveling man requires, but the accommodations, as now afforded, mean practically twenty-hours in each town. This state of affairs is certainly worthy of the special attention of the company.

For a long time passengers were carried on what was called the "Marysville local," which meant between this city and Marysville, but for some reason the privilege of riding on that train has been withdrawn. There are no privileges whatever given on the west side of the river, nor upon any freight trains, for that matter.

It is hoped that your honorable Commission will not consider it too much trouble to lay this matter before Mr. Towne again, and ask his indulgence for a still further hearing.

With respect to his statements as to the inconvenience, injury, etc., to passengers, and consequent risk to the company, I do not think his position is well taken. While I do not desire to be understood as volunteering a legal opinion on this subject, I will undertake to say that, in this matter of extending a special privilege to a particular class of trains, which are not passenger-carrying trains as a rule, that any reasonable provision for the protection of the company, as against the claims of parties whom it may "accommodate," will be fully upheld, so that it will not be liable for injuries, other than those that result from such carelessness as would make them liable under any circumstances that might be imagined, such as willful acts or gross carelessness in the handling of their trains, and they certainly do not want to be put upon record as saying that they run their trains in a way that would cover any such contingency. So long as the

privilege they afford to this special class of trains is made available to all persons who apply for it under those conditions, so as to bring them safely within the provisions of the Interstate Commerce Act (quotations from which are so freely given as a panacea for almost all the ills that arise from railroad operation, but which, I am glad to note, did not occur in Mr. Towne's letter), they can make the conditions as full as they please, so long as they do not reserve the right to run over a man in plain sight.

The objection that certain persons would get on the trains and not purchase those special tickets is not well taken, because if they leave those trains open to all who will comply with certain conditions, a party failing to comply with those conditions has no more right on the train than he has to-day. It might as well be said that a man might get on the train now, if he has nerve enough to do so; and I will say, incidentally, that a great many do so, but that fugitive way of traveling is not agreeable to the majority of people, and is a very uncertain way, and involves a traffic in relation to transportation that is not calculated to benefit the passenger or the railroad company.

What Mr. Towne says about the long trains on the valley divisions was the very thing that suggested asking them to put that provision in as to the point at which the trains should stop. The request was only made for regular trains, not special trains, and was to cover the getting on and off at those unusual places, recognizing specifically the difficulty of hauling those large trains.

So far as putting on passenger cars is concerned, the cabooses have never been considered objectionable to anybody who had occasion to ride on them. They are, as a rule, neatly kept; and so far as the employes are concerned, I know of no single instance, through any of my clients, as to rude or discourteous conduct on the part of trainmen. The only drawback is the right to get on at all.

As to the checking of baggage, provision could be made for that by simply billing as freight sample cases too large to be carried in the hand, and it could be put into whatever car would best suit the convenience of the company.

I have not conferred with all of the parties who signed that paper, but with several of them, and the sentiment is invariably that the relief should be given. If the company will confine the relief to the lines tributary to this city, the merchants here will be satisfied, as they are only asking for their own accommodation on the divisions named.

Trusting something will be accomplished, I am, respectfully yours,

L. T. HATFIELD.

Filed in office of Railroad Commissioners, May 20, 1891.

JAS. V. KELLY,
Secretary.

SANTA CLARA VALLEY MILL AND LUMBER COMPANY ET AL. vs. SOUTHERN PACIFIC COMPANY.

COMPLAINT.

Before the Board of Railroad Commissioners of the State of California.

SANTA CLARA VALLEY MILL AND LUMBER COMPANY, PACIFIC
MANUFACTURING COMPANY, CHARLES MCKIERNAN, ALA-
MEDA LUMBER COMPANY, GLENWOOD LUMBER COMPANY,
NORTH COAST LUMBER COMPANY, AND THE INDEPENDENT
MILL AND LUMBER COMPANY, *Plaintiffs,*
vs.
THE SOUTHERN PACIFIC COMPANY, *Defendant.*

To the honorable the Board of Railroad Commissioners of the State of California:

Your complainants, to wit: Santa Clara Valley Mill and Lumber Company (a corporation), Pacific Manufacturing Company (a corporation), Charles McKiernan, Alameda Lumber Company (a corporation), Glenwood Lumber Company (a corporation), North Coast Lumber Company (a corporation), and the Independent Mill and Lumber Company (a corporation), complaining of said defendant, the Southern Pacific Company, by this, their complaint, respectfully show to this honorable Board as follows, to wit:

That the defendant, the Southern Pacific Company, is a corporation duly and legally organized, and now existing and doing business in the State of California, and is the owner of a railroad, and operating the same within the State of California, from the Alameda Point, in the county of Alameda, through the counties of Alameda, Santa Clara, and Santa Cruz to the city of Santa Cruz, in Santa Cruz County; and a branch thereof, running from Felton to Boulder Creek, in Santa Cruz County, known as the "Santa Cruz Division" of said Southern Pacific Company.

That said above named plaintiffs are engaged in the business of manufacturing, shipping, and selling lumber.

That the timber lands, mills, and manufactories of said plaintiffs are in the Santa Cruz Mountains, in Santa Cruz County, State of California, and on the line of said defendant's said railroad, and the market or place of sale of said lumber is in the city of San José,

Santa Clara, and vicinity, in Santa Clara County, which is situated on the line of defendant's railroad.

That the distance from Boulder Creek, the longest distance that any of said plaintiffs ship over said defendant's said railroad, is thirty-two miles, and the rate for shipment is \$3 per thousand feet, and from Glenwood or Laurel, a distance of twenty miles, the charge is \$2 50 per thousand feet.

That said railroad company hauls five thousand (5,000) feet of said lumber to each car.

That the lumber shipped by said plaintiffs from Boulder Creek during the season of 1890 was about twenty million feet, and from Glenwood and Laurel about two million feet, and it is proposed, if the rate be fixed at a figure that said shippers can compete with lumber shipped from Mendocino and Humboldt Counties, to manufacture and ship as much or more for the present season of 1891 over said defendant's said railroad.

That the city of San José is in part supplied by lumber shipped from Mendocino and Humboldt Counties, which is brought by water to Alviso, and delivered in San José, Santa Clara, and the vicinity, at a less rate than said plaintiffs can supply the market from their said mills in Santa Cruz County at the present freight charges of defendant, and that unless a less rate is made by this honorable Board, the said plaintiffs will have to discontinue their manufacturing and shipment of lumber from their said mills, and their said mills and their timberland will be greatly depreciated in value, and rendered almost worthless.

That the rates charged to said plaintiffs for shipping lumber over defendant's said road are greatly in excess of the charges, for the same distance, over any other railroad leading into San José, from any point where lumber is manufactured or obtained. The rate from Aptos, in Santa Cruz County, to San José, Santa Clara County, over the Southern Pacific Railroad, sixty-two miles, is \$3 50 per thousand feet. That the rate from Red Bluff, in Tehama County, to San José, in Santa Clara County, two hundred and sixty-five miles, is \$3 60 per thousand feet.

That the rate from Tacoma, in the State of Washington, to San José, in Santa Clara County, nine hundred and fifty-seven miles, is \$8 per thousand feet.

That the rate from San Francisco to San José, fifty miles, is \$1 50 per thousand feet.

That the rate from Truckee to San José, two hundred and sixty-two miles, is \$5 per thousand feet.

That in order to compete with lumber shipped from Mendocino and Humboldt Counties, it is necessary to reduce said freight charges at least \$1 50 per thousand feet.

Wherefore plaintiffs pray:

First—That this honorable Board fix a time for the hearing of this, plaintiffs' complaint.

Second—That defendant be notified of the same.

Third—That plaintiffs be allowed an opportunity to call witnesses in support of their complaint.

Fourth—That upon a hearing thereof, this honorable Board fix a rate for lumber over defendant's said road, at such a figure as shall be just; not more than \$1 50 per thousand feet less than the present rate charged by said defendant. That plaintiffs be granted such other and further relief in the premises as may, from the evidence, seem just.

C. D. WRIGHT,
Attorney for Plaintiffs.

STATE OF CALIFORNIA, }
County of Santa Clara. } ss.

E. P. Reed, being duly sworn, upon his oath, says that he is an officer of the corporation, the Independent Mill and Lumber Company, one of the plaintiffs named in the complaint herein, to wit: President and Superintendent; that he has heard said complaint read and knows the contents thereof; that same is true of his own knowledge, except the matters therein stated upon his information or belief, and that as to those matters he believes the same to be true.

E. P. REED.

Subscribed and sworn to before me, this sixth day of May, 1891.

[SEAL]

W. L. JACKSON,
Notary Public.

Filed in office of Railroad Commissioners, May 11, 1891.

JAS. V. KELLY,
Secretary.

SUMMONS.

Before the Board of Railroad Commissioners of the State of California.

SANTA CLARA VALLEY MILL AND LUMBER COMPANY ET AL., *Plaintiffs,* }
 vs.
 THE SOUTHERN PACIFIC COMPANY, *Defendant.* }

The People of the State of California send greeting to the Southern Pacific Company, a corporation under and by virtue of the laws of the State of California, Defendant:

You are hereby required to appear before the Board of Railroad Commissioners of the State of California, at the office of said Board, No. 31, "Chronicle" Building, in the City and County of San Francisco, State of California, within fifteen (15) days (exclusive of the day of service) after service on you of this summons, together with a copy of the complaint, and to answer said complaint, in writing, under oath, within fifteen (15) days after the service thereof. The said complaint, made by said plaintiffs, being for excessive rates of freight on lumber shipped by plaintiffs over a branch of the Southern Pacific Company, known as the Santa Cruz Division, as will more fully appear by the copy of complaint attached hereto, and which said complaint is made a part hereof for further particulars in regard to all matters herein named. And you are hereby notified that if you fail to appear and answer within the time designated, the Board of Railroad Commissioners will take up and hear and determine said complaint, and render a decision thereon.

Given under my hand and seal of the Railroad Commissioners of the State of California, this eleventh day of May, A. D. 1891.

[SEAL]

JAS. V. KELLY,
 Secretary Board Railroad Commissioners.

STATE OF CALIFORNIA,
 City and County of San Francisco. } ss.

I, Chas. H. Eldred, Bailiff of the Board of Railroad Commissioners, hereby certify that I personally served the within summons on A. N. Towne, by delivering to him personally, in San Francisco City and County, State of California, a printed copy of said summons, attached to a printed copy of the complaint of Santa Clara Valley Mill and Lumber Company et al. vs. The Southern Pacific Company (a corporation), as attached hereto.

Dated at San Francisco this eleventh day of May, 1891.

CHAS. H. ELDRED,
 Bailiff of the Board of Railroad Commissioners, State of California.

ANSWER.

Before the Board of Railroad Commissioners of the State of California.

SANTA CLARA VALLEY MILL AND LUMBER COMPANY ET AL., *Plaintiffs,* }
 vs.
 THE SOUTHERN PACIFIC COMPANY, *Defendant.* }

The above named defendant, without in any manner waiving, but in all things expressly insisting upon the objections herein expressly made—that the complaint of plaintiffs above named does not state facts sufficient to authorize this proceeding, and does not conform to the requirements of Section 9, Chapter LIX, Statutes of 1880—for answer in its behalf to the said complaint admits, denies, and avers as follows, to wit:

This defendant admits that it is a corporation, duly and legally organized and existing, and has been and is operating the railroad described in the complaint; but denies that the longest distance that any of said plaintiffs ship over said railroad is less than thirty-two miles, but, to the contrary, avers that said distance is greater than thirty-two miles.

Defendant denies that if the rate be fixed at a figure that said shippers can compete with lumber shipped from Mendocino and Humboldt Counties, that there would be shipped as much or more lumber over said railroad for the present season of 1891 than during the season of 1890; but to the contrary, this defendant avers that the rates heretofore and now existing are such that said shippers can and do successfully compete with the lumber from Mendocino and Humboldt Counties, and from all other points and places.

Defendant denies that lumber is shipped from Mendocino and Humboldt Counties and delivered in San José, Santa Clara, and vicinity at a less rate than plaintiffs can supply the market from their mills in Santa Cruz County at present freight charges of defendant, or that unless a less rate is made by this honorable Board, plaintiffs will have to discontinue their manufacturing or shipment of lumber from their said mills, or that their said mills or that their timber lands will be greatly depreciated in value or rendered almost or at all worthless.

Defendant denies that the rates charged to plaintiffs for shipping lumber over defendant's said road are greatly or at all in excess of the charges for the same distance over any other railroad leading into San José from any point where lumber is manufactured or obtained.

Defendant denies that in order to compete with lumber shipped from Mendocino or Humboldt Counties it is necessary to reduce said charges at least \$1 50 per thousand, or in any sum or at all.

Defendant avers that the said railroad operated by it, for the most part runs through a rugged, mountainous district, with many tunnels and bridges, and over steep and difficult grades and curves, and is especially subjected to burdensome slides and washouts during the rainy season, and was and is exceedingly costly in construction, and was and is excessively expensive in maintenance and operation.

Defendant further avers that the transportation of lumber and forest products constitutes the greater portion of the freight traffic of the said railroad, all of which is transported in the same direction, and it was and is necessary for this defendant in transporting the said lumber for plaintiffs to return the cars used in transportation empty, and without freight.

Defendant avers that a fair and just compensation ought not to be and cannot be made upon a basis of equality between the rates for the transportation of lumber over this railroad so situated with the rates for transportation over a railroad not so situated.

Defendant avers that all of its rates for the transportation of lumber for plaintiffs over its said railroad are reasonable and just to the said plaintiffs, and are not disproportionate to the services rendered by this defendant in the transportation, and that any reduction in said rates would deprive defendant of a fair and reasonable return for its services in the transportation.

The defendant denies all and each of the averments of the complaint not hereinbefore admitted, explained, or denied.

Wherefore, this defendant, having fully answered, prays judgment that plaintiff take nothing by this proceeding and that the complaint herein be dismissed.

JAS. C. MARTIN,
Attorney for Defendant.

STATE OF CALIFORNIA, }
City and County of San Francisco. } ss.

C. F. Smurr, being duly sworn, deposes and says that he is an officer, to wit: the General Freight Agent, of the defendant (a corporation), and makes this verification for and in behalf of said defendant; that he has read the foregoing answer and knows the contents thereof, and that the same is true of his own knowledge except as to the matters therein stated on his information or belief, and as to those matters that he believes it to be true.

C. F. SMURR.

Subscribed and sworn to before me, this twenty-fifth day of May, A. D. 1891.

[SEAL]

E. B. RYAN,
Notary Public.

Filed in office of Railroad Commissioners, May 25, 1891.

JAS. V. KELLY,
Secretary.

RATES ON LUMBER.

The following is a list of roads, showing rates on lumber charged for a like distance on other lines:

LUMBER—SANTA CRUZ MOUNTAINS TO SAN JOSÉ.

TO SAN JOSÉ FROM—	As Set Forth in Lumber Dealers' Complaint.		Actual Distance—Miles.
	Distance—Miles.	Rate per 1,000 Feet.	
Boulder Creek	32	\$8 00	35

RATES FOR LIKE DISTANCES ON OTHER LINES.

LINE.	Distance— Miles.	Rate per Car of 20,000 Pounds.	Rate per 1,000 Feet, Based on 6,000 Feet per Car.
A. & P. R. R., in New Mexico.....	32	\$20 00	\$3 33½
A. T. & S. F., in Arizona.....	32	18 00	3 00
U. P. Ry., in Utah.....	32	24 00	4 00
N. P. R. R., in Washington.....	32	18 00	3 00
H. & T. C. Ry., in Texas.....	32	18 50	3 08½
N. P. C. R. R., in California.....	35	-----	3 50
S. F. & N. P. R. R., in California.....	31	-----	3 00
Texas and Pacific, in Texas.....	32	22 50	3 75

RATES FOR LIKE DISTANCES ON SOUTHERN PACIFIC COMPANY'S LINES.

	Distance— Miles.	Rate per Car of 20,000 Pounds.	Rate per 1,000 Feet, Based on 6,000 Feet per Car.
Sanger Junction south.....	32	\$19 00	\$3 16½
Stockton south.....	32	21 00	3 50
Red Bluff north.....	32	19 00	3 16½
Red Bluff to Nord.....	32	18 00	3 00
Anderson to Tehama.....	36	19 00	3 16½
Sacramento to Sheridan.....	36	18 00	3 00
Stockton to Cicero.....	31	23 00	3 83½
San Pedro to Tropico.....	31	25 00	4 16½
San Pedro to Burbank.....	36	28 00	4 66½

EARNINGS AND OPERATING EXPENSES OF BOULDER CREEK BRANCH.

Following is a statement of the earnings and operating expenses of the Boulder Creek branch of the South Pacific Coast Railway:

SOUTHERN PACIFIC COMPANY (PACIFIC SYSTEM),
OFFICE GENERAL FREIGHT AGENT, SAN FRANCISCO, September 18, 1891.

Judge J. C. MARTIN, 321 Broadway, Oakland, Cal.:

DEAR SIR: Agreeable to promise I present the following data pertaining to earnings and operating expenses, Boulder Creek branch of South Pacific Coast Railway, from which you will see that branch of itself is operated at a loss for the year 1890, aggregating \$14,481 58:

Maintenance of way and structures.....	\$159,975 18
Maintenance of equipment.....	98,645 24
Conducting transportation.....	484,206 96
General expenses.....	78,141 86
Total for system.....	\$810,969 24
Boulder Creek proportion.....	\$57,254 43
Earnings 1890, Boulder Creek Branch—	
On freight.....	\$37,106 74
On passengers.....	5,668 11
	42,772 85
Expenses over earnings.....	\$14,481 58

Yours truly,

C. F. SMURR.

ACTION OF BOARD.

On August 31, 1891, before the Board of Railroad Commissioners, the case of the Santa Clara Valley Mill and Lumber Company vs. The Southern Pacific Company, was called, plaintiffs and defendant answer-

ing ready. C. D. Wright, Esq., of San José, appeared for plaintiffs, and J. C. Martin, Esq., of Oakland, appeared for defendant.

The Commission heard the argument of the respective counsel, and, upon motion of Commissioner Beckman, the matter was taken under advisement.

FRANK PATTISON vs. SOUTHERN PACIFIC COMPANY.

COMPLAINT.

Hon. JAMES W. REA, State Railroad Commissioner:

DEAR SIR: On Sunday, May 10, 1891, I, in company with L. Wheelock, boarded the Southern Pacific train in Los Angeles for Santa Monica, a distance of eighteen miles. We did not reach the depot in time to get our tickets. On the down trip the conductor charged us 50 cents each, in cash; on the return trip we were taxed 60 cents each, making in all \$1 10 for both ways. We did not ask for a receipt on going down, but on the return trip we did, which you will please find inclosed (\$1 20 for two fares). The regular round-trip ticket on Sunday is 50 cents, and we were compelled to pay \$1 10 in cash. I think this is an exorbitant rate—an advance of 100 per cent. I don't understand how the company can charge 60 cents for one way when the round-trip ticket is only 50 cents. Please answer and give your opinion, and oblige.

Yours truly,

FRANK PATTISON,
803 East First Street.

Filed in office of Railroad Commissioners, May 18, 1891.

JAS. V. KELLY,
Secretary.

ANSWER.

SAN FRANCISCO, May 28, 1891.

JAMES V. KELLY, Secretary State Board of Railroad Commissioners, Chronicle Building, City:

DEAR SIR: Referring to the letter addressed to Hon. James W. Rea by Mr. Frank K. Pattison from Los Angeles on May eleventh, returned herewith, in which he claims that on Sunday, May tenth, he traveled from Los Angeles to Santa Monica, and failing to reach the first named station on time paid the conductor two fares at rate of 50 cents each, and that on the return he paid 60 cents each, making for the round trip \$1 10 per capita, a receipt given him by the conductor for the fares from Santa Monica to Los Angeles being attached to the communication. In connection therewith he calls attention to the fact that the regular round-trip rate on Sundays is 50 cents.

In answer we desire to say that the only error was the failure of the conductor from Los Angeles to Santa Monica to collect 60 cents instead of 50 cents. The fact is that Mr. Pattison should have paid \$1 20 each instead of \$1 10.

The Southern Pacific Company maintains for the accommodation of the traveling public stations, with necessary agents and ticket sellers, at Santa Monica and at Los Angeles. The single-trip rate from Los Angeles to Santa Monica is 50 cents; the Sunday round-trip rate is 50 cents, and the regular round-trip rate 75 cents. Tickets could have been purchased at the station at these rates had the gentlemen given themselves time to do so. Evidently the conductor took cognizance of the fact that they did not have time to purchase tickets, and, contrary to standing rules, collected ticket rates instead of train rates. The conductor from Santa Monica simply did his duty in collecting train rates.

The right to collect train rates from passengers who neglect to purchase tickets before entering the train is given in the order of the Board of Railroad Commissioners of the State of California, dated the twenty-sixth day of June, 1883, and reads as follows:

"If any passenger shall neglect to procure a ticket from a ticket office of the railroad company at the station where he shall take passage, having an opportunity to do so, it shall be lawful for the company to demand and collect from him, in addition to the fare as fixed by the regular tariff of such company, the sum of 10 cents in all cases where such fare is less than \$1, and at a rate of 10 per cent on all fares in excess of \$1."

That the gentlemen did not make the round trip for 50 cents is their own fault, inasmuch as they did not avail themselves of the opportunities afforded them by the company so to do.

Very respectfully,

Filed in office of Railroad Commissioners, June 1, 1891.

T. H. GOODMAN.
JAS. V. KELLY,
Secretary.

REPLY BY PLAINTIFF TO ANSWER OF SOUTHERN PACIFIC COMPANY.

Before the Board of Railroad Commissioners of the State of California.

GENTLEMEN: Your communication of June third, with a copy of the reply of General Passenger Agent T. H. Goodman, of the Southern Pacific Company, received.

Mr. Goodman's reply is not at all satisfactory, for it evades the real point in issue. My complaint alleged that the sum of \$1 10 for a round-trip passage from Los Angeles to Santa Monica was an exorbitant rate, and not justified under the laws of this State.

He goes on and states that it is our own fault that we did not obtain the regular round trip for 50 cents, because we did not avail ourselves of the opportunity to purchase a ticket at the station.

Mr. Goodman, in his reply, admits that the regular Sunday rate for the round trip from Los Angeles to Santa Monica is 50 cents; for the regular round trip is 75 cents; and for the single trip, 50 cents.

He also cites the following authority: "If any passenger shall neglect to procure a ticket from the ticket office of the railroad company at the station where he shall take passage, having an opportunity to do so, it shall be lawful for the company to demand and collect from him, in addition to the fare as fixed by the regular tariff of such company, the sum of 10 cents in all cases where such fare is less than \$1, and at a rate of 10 per cent on all fares in excess of \$1."

Mr. Goodman further states: "That the gentlemen did not make the round trip for 50 cents is their own fault, inasmuch as they did not avail themselves of the opportunity offered them by the company so to do."

The fact that we did not get our round-trip tickets for 50 cents is not the question.

The point raised in my complaint is whether or not the Southern Pacific Railroad Company has the legal right to charge \$1 10 for the round-trip passage from Los Angeles to Santa Monica when a passenger neglects to purchase a ticket.

The authority cited by Mr. Goodman directly supports the charges laid down in my complaint, viz.: that the sum of \$1 10 is an exorbitant and illegal rate.

The law plainly states "That when a passenger neglects to purchase a ticket at the office of a railroad company, it shall be lawful for them to collect from him, in addition to the fare as fixed by the regular tariff of such company, the sum of 10 cents in all cases where such fare is less than \$1."

The fare from Los Angeles to Santa Monica is less than \$1, viz.: 50 cents for round trip on Sundays, 75 cents for regular round trip, and 50 cents for single trip. Under the law I maintain that the company had no right to collect more than 10 cents additional, which would make the fare in our case for the round trip 60 cents; and at no time more than 85 cents.

On the down trip we informed the conductor that we did not arrive in time to purchase a ticket, and that we wanted to make the round trip. The fact that we informed the conductor that we desired to make the round trip did not justify him to tax us \$1 10 for the same; but should not have been more than 60 cents under the laws of this State. The time we went to Santa Monica was on Sunday, May 10, 1891, and the regular round-trip rate was 50 cents.

From the facts presented in this case, and by virtue of the law laid down by the Board of Railroad Commissioners of this State, on the twenty-sixth day of June, 1883, I maintain that the Southern Pacific Railroad Company has grossly violated that law when they compelled this complainant to pay the sum of \$1 10 for the round-trip passage from Los Angeles to Santa Monica.

Hoping that the Board of Railroad Commissioners will give this matter a thorough investigation, I remain,

Very respectfully,

FRANK PATTISON.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, June 1, 1891. }

The complaint of Frank Pattison was dismissed after a full investigation, as the railroad company acted within the law.

PHILIP BURROWS vs. SOUTHERN PACIFIC COMPANY.

COMPLAINT.

Before the Board of Railroad Commissioners of the State of California.

SAN MIGUEL, SAN LUIS OBISPO COUNTY, CAL.

PHILIP BURROWS, *Plaintiff,*

vs.

SOUTHERN PACIFIC COMPANY, *Defendant.*JAMES W. REA, *Railroad Commissioner:*

DEAR SIR: Our crops in this section of the country, from present prospects, are going to be very short. The last three years we have had but one half crop; the farmers are in debt, and merchants have about exhausted their means helping them along. You, I think, understand that wheat has ruled low for the last three years, and, coupled with poor crops this year, the farmers are in a very unpleasant situation and want all possible aid that you may be able to extend to them. I am not posted on what power you are invested with to assist us in the matter. Three years ago we had to sacrifice one quarter of our grain to have the balance hauled to San Francisco, we to load and unload. Merchants, to protect themselves, got a reduction of \$1 per ton. It then took one fifth, or 20 cents per hundred. They tell me they haul grain from Marysville for \$2 per ton. If you look at quotations in Chicago and New York, you will find it costs about \$3 per ton to transport grain one thousand miles. Our king, Stanford, charges us \$4 per two hundred miles, and expects us to make him President, and I paid \$9 50 on the New York Central Railroad from Albany to Rochester, about two hundred miles; trains slow, twenty-three hours making trip; conductor sleepy. In 1846 the Legislature passed a law to charge 2 cents per mile, and freight in proportion. You would not know it was the same road, and in order to do their business had to build a double track, and I think the owners, Vanderbilt, have never had any hard feelings against the power that compelled them to make money. Should Stanford & Co. act on that principle, when they would travel over their road four or five years from now they would not know the country; they would think they were riding over the New York Central.

Farmers happy and contented, and instead of living in rough shanties as they do now, with their plows and all kinds of agricultural implements exposed to the weather, with reduced rates they would put in double the quantity of grain; they would want ten times the amount of lumber. Four years ago I had one thousand one hundred sacks of grain; two hundred and seventy-five went to railroad; last three years, one thousand five hundred sacks, three hundred to railroad.

The people settling here in the last six years are workers; all came here with some money, saved in other parts of the State. Last fall you could buy all the votes you might want at \$5 per head. If they have not found the happy homes they expected, they cannot blame country or climate; we compare favorably (with the exception of the Santa Clara Valley) with any other part of California, if we had not the heavy weight the railroad requires us to pack. Six years ago settlers had large quantities of government land for stock to range upon, now mostly in one hundred and sixty-acre tracts.

If you were here under our circumstances you would like to get hold of a man about your size to help you out of difficulty, and give you your share of sunshine. I think railroad companies as common carriers are not privileged to oppress others; their power is great, but there is a limit to all things. For want of time I cannot collect information to satisfy myself, and would like you to act as you may think proper at this meeting of your Board, and at your next meeting will have the case laid before you in proper shape, and so that you can understand our wants. I inclose bill of freight from San Francisco to this place. It all has to come out of the poor farmers. Any advice or other favors will be thankfully received.

Yours respectfully,

PHILIP BURROWS.

Subscribed and sworn to before me, this twenty-first day of May, A. D. 1891.

GAIUS WEBSTER,
Notary Public.

Filed in office of Railroad Commissioners, May 23, 1891.

JAS. V. KELLY,
Secretary.

ANSWER.

SAN FRANCISCO, May 19, 1891.

JAS. V. KELLY, Esq., Secretary Board of Railroad Commissioners:

DEAR SIR: We have carefully read complaint of P. Burrows, Sr., of San Miguel, addressed to Commissioner Rea, and return same herewith.

A complaint from this section of the State was entirely unexpected, and we think this an unreasonable one.

It is best answered by calling your attention to the fact that before this company's lines were extended into San Luis Obispo County, the town (?) of San Miguel consisted of one frame building, used as a stage station and stopping place for occasional travelers, and the ruins of the old mission church. By reason of its extremely isolated position, the country surrounding it was devoted almost entirely to the raising of stock, and the few settlers in that portion of the country were many miles apart. What little grain was raised in the vicinity had to be hauled, by teams, a distance of about fifty miles, over the formidable Coast Range, and delivered at San Luis Obispo, the nearest shipping point. The cost of this wagon transportation to San Luis Obispo, and thence by rail and steamer to San Francisco, was not less than \$12 per ton.

In the fall of 1886, less than five years ago, our station at San Miguel was opened for business. During that and the succeeding season we charged \$6 per ton on grain to San Francisco. In the fall of 1888 we voluntarily reduced our rate to \$5 per ton, and again, in the fall of 1890, cut it down to \$4 per ton. These reductions were entirely voluntary upon the part of the company, and made solely with a view of assisting in the advancement of the country.

We contend that our policy towards the people of this section of the State has been an extremely liberal one, and as a result of this policy San Miguel is to-day a thriving little town of at least one hundred good buildings, and with a population of about five hundred, while the country around and tributary to it is largely under cultivation, and more virgin soil is being broken to the plow each year.

We ask you, in all good faith, if you can see in this great transformation in the short space of four years and a half any evidence of what Mr. Burrows, in his rambling way, calls "oppression?"

He refers to the low price of wheat which has ruled for the past three years. To-day a good quality of wheat, such as San Miguel produces, is worth in the San Francisco market about \$1 85 per hundred pounds. Our charge for transportation is 23 cents per hundred pounds, a trifle less than 11 per cent of the value of the wheat at tide water. This hardly accords with Mr. Burrows' assertion that it takes one fifth of the wheat raised to pay transportation charges.

Again, he understands the rate on grain from Marysville to San Francisco to be \$2 per ton. In fact it is \$2 90, and the distance being only one hundred and forty-two miles, makes the rate 2.04 cents per ton per mile, while the charge from San Miguel is at the lower rate of 1.93 cents per ton per mile. A fairer comparison would be with the great grain-growing valleys of the Sacramento and San Joaquin, equidistant from tide water. They would run thus:

From San Miguel to San Francisco, 207 miles	\$4 00 per ton.
From Fresno, in the San Joaquin Valley, 207 miles	4 10 per ton.
From Copeland, in the Sacramento Valley, north of Marysville, 207 miles	4 00 per ton.

This comparison certainly shows that San Miguel has received fair treatment at the hands of the company; and we feel that if Mr. Burrows had been more conversant with the facts, his complaint would never have been made.

Yours truly,

C. F. SMURR.

COMPLAINT AGAINST PULLMAN PALACE CAR COMPANY.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, June 22, 1891. }

A complaint was filed with the Secretary of the Board on the above date, complaining of rates and sleeping car accommodations furnished by the Pullman Palace Car Company. A copy of said complaint was served on J. P. Meehan, Superintendent Pacific Division of the Pullman Palace Car Company. After a careful investigation by Mr. Meehan, he reported that he had referred the whole matter to the head office in Chicago, Ill.

W. C. WILSON vs. SOUTHERN PACIFIC COMPANY.

COMPLAINT.

*Before the Board of Railroad Commissioners of the State of California.*W. C. WILSON, *Plaintiff,*

vs.

SOUTHERN PACIFIC COMPANY, *Defendant.*

Would you kindly give me a little information in the matter of rates from San Francisco to this place. I think I am being imposed upon. The rate from San Francisco to Mojave is \$1 30 per hundred, and proportionally higher according to the article. For instance, coal oil is double, \$2 60; tobacco and cigars, one and one half times, \$1 95; any kind of goods in bales, \$1 95; and a number of articles, that I cannot recall now, nothing less than the \$1 30 rate, though to Kramer, thirty-eight miles beyond here, on the A. & P. R. R., the rate is as follows: first class, \$1 04; second class, 94 cents; third class, 89 cents; fourth class, 84 cents.

I sent this as a violation of the law. Everything has to pass via Mojave going to Kramer. By an inspection of the A. & P. tariff you will see that I have been paying \$1 30 per hundred for articles which can be shipped to Kramer, thirty-eight miles beyond here, for 84 cents, in the same direction and on the S. P. R. R., Kramer being on the A. & P. This does not look exactly right. I shipped some Bartlett Springs water a few weeks ago via Redondo; then on the S. P. to Mojave. The freight to Los Angeles was \$1 67, and from Los Angeles to Mojave, \$4 24. These two rates added together make it just a fraction over \$1 per hundred. If you don't call this discrimination, what is? Is there any relief for us people out on the desert?

Very respectfully,

W. C. WILSON.

Filed in office of Railroad Commissioners, May 18, 1891.

JAS. V. KELLY,
Secretary.

ANSWER.

SAN FRANCISCO, July 16, 1891.

Mr. J. V. KELLY, Secretary California Railroad Commission, City:

DEAR SIR: Returning you herewith letter of Mr. W. C. Wilson, filed with you May eighteenth, concerning our tariff between San Francisco and Mojave as compared with tariff from San Francisco to Kramer.

I would say when our tariff from San Francisco to Kramer and Daggett was issued certain elements of competition were extant that compelled us to make figures as per our issue.

Since our attention has been called to the discrepancy, the question is presented whether we shall hold former figures or withdraw from the business, and a conclusion has been reached to waive our consideration of the competitive elements existing, issue tariff in conformity with our present to Mojave, and withdraw from the business we have originally enjoyed.

Yours truly,

C. F. SMURR.

Filed in office of Railroad Commissioners, July 9, 1891.

JAS. V. KELLY,
Secretary.

GUSTAVE BROWN ET AL. vs. SOUTHERN PACIFIC COMPANY.

A petition was received by the Secretary of the Commission from the citizens of San Benito County, represented by Gustave Brown. The petition set forth that the warehouse facilities at Hollister were insufficient, and that the Southern Pacific Company was discriminating against the plaintiffs herein, and against the so called Jones warehouse, in not allowing a switch to be constructed to said warehouse.

The Commission decided to visit Hollister and investigate said charges, and the Secretary was instructed to notify all parties interested to be present on July 18, 1891, at which time the same would be heard.

HOLLISTER, SAN BENITO COUNTY, July 18, 1891.

The Board met at the County Court House.

Commissioner Rea stated the object of the Commissioners' meeting, and invited Mr. Gustave Brown, who represented the farmers of San Benito County, to present his case. Mr. Brown appeared and addressed the Board, setting forth the reasons why the Jones warehouse should have a switch, and urged that the Commission recommend the same.

Mr. Lathrop, owner of the Lathrop warehouse at Hollister, appeared and opposed the granting of the switch.

Many witnesses were called for and against the granting of the switch, and the Board took the matter under advisement.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, July 20, 1891. }

The case of Gustave Brown vs. Southern Pacific Company was called, and upon motion of Commissioner Litchfield, the Southern Pacific Company was requested to construct a switch to the Jones warehouse, at Hollister, as prayed for in the petition.

FARMERS ALLIANCE OF PASO ROBLES vs. SOUTHERN PACIFIC COMPANY.

COMPLAINT.

Before the Board of Railroad Commissioners of the State of California.

THE FARMERS ALLIANCE BUSINESS ASSOCIATION OF EL PASO DE ROBLES, *Plaintiff,* }
vs. }
THE SOUTHERN PACIFIC COMPANY, *Defendant.* }

The Farmers Alliance Business Association of El Paso de Robles hereby petition your honorable Board for relief in the matter of railroad facilities in connection with their grain warehouse located in this city; and the following is a statement of the disadvantages under which we are suffering:

This association owns a block of land, upon which is erected their warehouse, and a side track of the Southern Pacific Railroad passes along the front of said block. There is a strip of land sixteen feet wide running the full length of said block between the side track and the block. (Reference being hereby made to map herewith.) This strip or piece of land is the property of the Southern Pacific Railroad Company, and they claim to have given the Southern Pacific Milling Company a lease of said piece of land, thereby barring the Farmers Alliance Business Association from the use of said strip in passing from the warehouse of said association to said track referred to.

Furthermore, the Southern Pacific Company will not allow said association to use said side track at all.

The railroad company give as a reason, that they have entered into an agreement with the Southern Pacific Milling Company not to give a side track (or to allow to be used any existing side track) to any other company or parties for warehouse or lumber business. This practically shuts off the said association from doing any warehouse business, and also any other parties from conducting a similar business.

We therefore pray that your honorable body will give this matter your immediate and careful attention, as the grain business is now upon us, and we are suffering for opportunity to ship grain from the warehouse.

Apart from this matter of refusal to accept grain on side track, we desire to call your attention to the freight rates now charged by the said railroad company, which we believe

to be excessive, most noticeable being \$1 per hundred and upwards upon commodities of necessity.

(Signed:) ANDREW NELSON,
W. H. TIRBY,
FRANK D. THOMPSON,
JAMES B. ANTHONY,
O. O'NEILL,
Directors of the Farmers Alliance Business Association.

Filed in office of Railroad Commissioners, July 27, 1891.

JAS. V. KELLY,
Secretary.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, August 3, 1891. }

In the matter of the complaint of the Farmers Alliance Business Association of Paso Robles vs. The Southern Pacific Company, upon motion of Commissioner Beckman it was decided to hold a meeting at Paso Robles on Thursday, August twenty-seventh, to hear complaints and suggestions of the Farmers Alliance Business Association and other interested parties.

PASO ROBLES, August 27, 1891.

The Board of Railroad Commissioners met at 10 o'clock A. M. Present: Commissioners Beckman, Litchfield, and Rea.

Commissioner Rea stated the object of the meeting of the Commission, and read the petition of the Farmers Alliance Business Association (a corporation) of Paso Robles, asking for a switch and side track to their warehouse. Mr. Shackelford appeared for respondent.

A large number of witnesses were sworn in behalf of the petitioners, as also for the respondent.

After a full and thorough hearing of the case, the following resolution was offered by Commissioner Beckman:

Resolved, The the Commission adjourn, to meet at San Francisco Monday, August 31, 1891, at 11 o'clock A. M., and proceed to take such steps as will best enable the Farmers Alliance Business Association of Paso Robles to secure a switch and side track of their own, as prayed for in their petition.

Upon this motion the Chair directed the Secretary to call the roll.

Commissioner Litchfield stated, in relation thereto, that on his return to San Francisco he would ascertain if Mr. Bassett, who signed the lease to Mr. Shackelford, was a stockholder in the milling company, and if he was he would then favor the motion offered by Commissioner Beckman, and do all he could to assist in breaking the lease.

The roll was called, and the Commissioners all voted aye.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, September 28, 1891. }

The Secretary read the following decision, filed on the twenty-eighth day of September, 1891, in the case of the Farmers Alliance Business Association vs. The Southern Pacific Company, signed by Commissioners Rea and Beckman:

DECISION OF THE RAILROAD COMMISSION.

IN THE MATTER OF THE PETITION OF THE FARMERS ALLIANCE BUSINESS ASSOCIATION OF PASO ROBLES FOR A SWITCH AND FOR OTHER RELIEF.

On the twenty-seventh day of July, 1891, a complaint was filed with the Clerk of the California State Board of Railroad Commissioners by the Farmers Alliance Business Association of Paso Robles, alleging, in substance, that the said association owned and were operating a warehouse at Paso Robles, near the depot and track of the Southern Pacific Company. That while the warehouse of the Southern Pacific Milling Company, also lying near the track and depot of the Southern Pacific Company, has been given a side track, the railroad company refuses the same facilities for transportation to the complainant. Upon the filing of this complaint, the Board of Railroad Commissioners set the hearing thereof for August 28, 1891, at Paso Robles, and notified the Southern Pacific Company of such hearing. On August 28, 1891, the Board of Railroad Commissioners met at Paso Robles, heard testimony for and against the complaint, and made such other investigations as the case required. From the testimony adduced at the hearing, and from the investigations of the Board, it finds the following to be the facts:

The town of Paso Robles lies in the midst of an agricultural section of considerable extent and great fertility, and is the center of a large business for the storage, milling, and shipment of cereals. For several years there has been a warehouse at Paso Robles conducted by the Southern Pacific Milling Company, which, until recently, has done the storage business of the section. For the convenience of this warehouse, the Southern Pacific Milling Company was granted a side track by the railroad company, on the condition that it should pay the expense of putting in the same. This expense the milling company did pay, and for some years has maintained said side track. The condition that the applicant for side tracks should pay the expense of construction, is a general rule of the railroad company, applicable to all who are granted the privilege of side tracks.

During the present year the Farmers Alliance Business Association at Paso Robles has been organized, and has built the warehouse mentioned in its complaint, and is engaged in doing a storage business in competition with that of the milling company. This association has applied to the Southern Pacific Company for a side track, similar to that of its competitors, connecting its warehouse with the main track, and has offered to pay the expenses of the construction of the same, under the aforesaid general rule of the company. Its request has been refused by the railroad company, and it has applied to the Railroad Commission for relief.

Considerable testimony was produced, at the hearing of this matter, on the part of the complainants, in an endeavor to show that the Southern Pacific Milling Company, in the conduct of its warehouse, has dealt unfairly with its customers in the matter of storage charges, and also that there have occurred discrepancies in the weight of grain committed to the care of the company, not consistent with honest dealing. Upon this point the Board finds that there is not sufficient evidence to sustain the charge of unfair dealing between the Southern Pacific Milling Company and the producers of this section.

The assertion of excessive storage rates has no foundation in fact, and the discrepancies in weight are no more than are likely to occur in the handling of such property. On the contrary, the evidence shows that the warehouse and mill of the Southern Pacific Milling Company have been conducted by Mr. R. N. Shackelford, the manager of the company, in an honest and very creditable manner, and that the said warehouse and mill, since the establishment of the same in that section, have been of great benefit to the producers of cereals, and have done a great deal to build up the industries of the section to their present proportions; and that by reason of the said mill and warehouse at Paso Robles the producers have been enabled to obtain better prices for their produce than they could otherwise have done.

The position of the petitioners that they are entitled to have granted from the railroad transportation facilities equal to those enjoyed by the Southern Pacific Milling Company, the Board finds to be fully sustained by the facts brought out in evidence.

The Farmers Alliance Business Association of Paso Robles is a substantial organization, having a warehouse established at Paso Robles, near the track of the Southern Pacific Company, and at a point past which a proper sidetrack may be made to run. It is doing a large warehouse and shipping traffic, and is entitled to all of the transportation facilities and privileges which its competitor enjoys. Upon compliance with the general rules of the railroad company affecting the putting in of the side tracks, the Board is satisfied that upon payment to the railroad company of the expense of constructing the side track which the Farmers Alliance Business Association of Paso Robles require, the Southern Pacific Company should proceed to have the same put in without delay.

The question has been presented to the minds of the Commissioners as to how far the powers of the Board extend in cases of this character, and whether the determination of the Board in the matter should take the form of an order to the railroad company to put in the side track asked for by the petitioners in compliance with its general rules, or the form of a mere recommendation that such action would be expedient in the premises.

The Constitution of the State of California contains several sections which treat of railroad corporations, and define, with somewhat of detail, the limitations of their powers. The same article of the Constitution which contains these limitations also creates the Board of Railroad Commissioners and defines its powers and duties. It was the evident intention of the framers of the Constitution to endow the Board of Railroad

Commissioners with powers ample enough to compel railroad corporations to keep within the limitations of the Constitution. By Section 21, Article XII, of the Constitution, it is provided that "No discrimination in charges or *facilities* for transportation shall be made by any railroad or other transportation company between places or persons, or in facilities for the transportation of the same classes of freight or passengers within this State." Section 22, Article XII, provides that the Board of Railroad Commissioners "shall have power to issue subpoenas and all necessary process; to hear and determine complaints against railroad and other transportation companies; to send for persons and papers; to administer oaths, take testimony, and punish for contempt of their orders and processes in the same manner and to the same extent as Courts of record, and to enforce their decisions and correct abuses through the medium of the Court."

The Constitutions of other States contain provisions regulating railroad corporations, and creating and defining the functions of Railroad Commissions, similar to those just quoted. The sections of the Constitution of California were evidently drafted with these in view. The Courts of such other States, in passing upon the powers and duties of Railroad Commissions created by their Constitutions, have held uniformly that Railroad Commissions have the power to hear and determine controversies similar to the one before this Commission, and to embody in their decisions orders which may be enforced by writs of mandamus issued through the medium of the Court.

In view of these premises, we hereby recommend the Southern Pacific Company to give to the Farmers Alliance Business Association of Paso Robles a side track to their warehouse, upon their compliance with the rules of the company with reference to the expense of the construction.

JAS. W. REA,
President.
WM. BECKMAN,
Commissioner First District.

Filed in office of Railroad Commissioners, September 28, 1891.

JAS. V. KELLY,
Secretary.

DISSENTING OPINION OF COMMISSIONER LITCHFIELD.

IN THE MATTER OF THE FARMERS ALLIANCE ASSOCIATION OF PASO ROBLES, COMPLAINING OF A LACK OF FACILITIES FOR HANDLING GRAIN AT THEIR WAREHOUSE.

This complaint is informal, not being sworn to as the statutes of the State require. Nevertheless, it has been the custom of this Board since its present organization to investigate all complaints against the railroad company, whether filed in accordance with the statutes of the State or informal in their nature.

In cases where it was understood that the Board had no legal authority to order or direct action on the part of the railroad company, and it has heretofore been the unanimous opinion of this Board that we had no power to order the building of side tracks, we have individually, and as a body, requested and urged the railroad company to grant accommodations asked for whenever we deemed such requests to be just and reasonable.

In this case, after notifying the manager of the Farmers Alliance Association, we visited Paso Robles on the twenty-eighth day of August, examined the lay of the ground, warehouses, and side tracks, and listened to the evidence offered. It appears that about the time the Southern Pacific Railroad Company extended their road to Templeton, it soon became evident that warehouses for the storage of grain would be not only a great convenience but a necessity to both the farmer and railroad company. The officers of the railroad company, therefore, urged Mr. R. N. Shackelford to build warehouses at different points along the line of the road. Mr. Shackelford organized a company, now known as the Southern Pacific Milling Company, built a large flour mill and a number of warehouses at Paso Robles, and has since been running them to the benefit of the public and, I trust, to the profit of the company. This company, to facilitate the handling of grain and flour, had built at their own expense a long side track, running in front of their flour mill and warehouses. They also leased from the railroad company a strip of land sixteen feet deep running along said side track between two of their warehouses.

During the present year the Farmers Alliance Business Association purchased a lot of land immediately in front of the milling company's side track, with track running to the rear of one of the warehouses of the said milling company. Between this lot and the said side track lies the sixteen feet of land leased to the milling company.

The Farmers Alliance Business Association now ask the Board of Railroad Commissioners to direct the Southern Pacific Railroad Company to ignore both the lease of land to the milling company, and their exclusive right to the use of their own side track, and to cut said side track and build another side track over the leased land for the exclusive use of their company (the Farmers Alliance Business Association). The Farmers Alliance Business Association bought their lot and saw fit to build their warehouse after being notified that the side track in their front was built for and at the expense of the Southern Pacific Milling Company, and that the milling company held a lease to the land between said lot and side track. Mr. Nilson, the President and Manager of the company, admitted this fact in his evidence, but stated that he thought it was a bluff.

It was charged by the complainants that if the milling company held such a lease it was obtained for the sole purpose of preventing them getting access to the side track. There was no evidence to sustain this charge. On the contrary, I cannot see how the milling company could conveniently do their business without this strip of land; but even if the milling company did get this lease for the purpose of having the advantage of their business rivals, what business is it of the Railroad Commissioners to interfere between these two rival warehouse companies, when it was shown that the railroad company gave the lease to the milling company in good faith? We have as much right to assume that the Farmers Alliance Business Association purchased this particular lot between two of the milling company's warehouses for the purpose of harassing the milling company, as we have to assume that the milling company leased the land to prevent access to their side track, simply because it looks that way. If there had been any evidence that the railroad company was violating the Constitution of the State by discriminating for or against any citizen or body of citizens, I should deem it my duty as a member of this Commission to do all in my power to put an immediate stop to such violation of the law. But I have been unable to discover any discrimination whatever in this case on the part of the railroad company. The Farmers Alliance Business Association could have at the time obtained the same privileges that were granted to the milling company. Had the Farmers Alliance Business Association built their warehouse on the other side of the railroad, where a side track could have been easily built to them, without interfering with the rights of the milling company, I would have been pleased to have used my influence to induce the railroad company to build them a side track, on the same terms as the milling company obtained theirs.

The assertion was repeatedly made by some of the complainants that the railroad officer who signed this lease to the Southern Pacific Milling Company was a large stockholder in said Southern Pacific Milling Company. I have since examined the certificate of stock book of said Southern Pacific Milling Company, and find that there is not a word of truth in such a statement. The books show that said officer never has owned a share of said stock.

My opinion in this case is:

First—That this Board has no authority to order the railroad company to put in a switch or side track.

Second—That there is no evidence of any wrong committed by the railroad company.

Third—That there is in this case no refusal on the part of the railroad company to grant any proper accommodation asked for.

Fourth—That it is not the business of this Commission to take the post of arbitrator between rival or competing business firms, and advise the railroad company to break a lease, which I do not think they can do, and if they could and would, I should consider it acting in very bad faith on their part.

J. M. LITCHFIELD,
Commissioner.

PETITION FROM CITIZENS OF SAN LUIS OBISPO AND MONTEREY COUNTIES.

The following petition, in relation to passenger and freight rates charged by the Southern Pacific Company to residents of San Luis Obispo and Monterey Counties, was filed with the Secretary of the Board of Railroad Commissioners on July 27, 1891:

To the honorable Railroad Commissioners of the State of California:

Your petitioners, being residents of San Luis Obispo and Monterey Counties, in the State of California, would respectfully represent:

That the passenger and freight rates charged by the Southern Pacific Company on their line from San Francisco to Santa Margarita are unreasonable, excessive, and burdensome.

That \$4 40 per ton for hay, \$4 per ton for grain, 50 cents per hundred for ordinary merchandise, from \$1 to \$1 55 per hundred for wagon material and certain kinds of farm machinery, are collected as freight from San Miguel to San Francisco, and from San Francisco to San Miguel, and to and from other points along the line in the same excessive ratio.

That said rates, as to farm products, are so high that with average crops and ordinary prices it is impossible for the farmer to pay the current expenses of his business and procure the necessities of life for his family.

That all classes of persons living or carrying on business in this region are suffering from these extortionate rates.

We would further represent that passenger rates on said line are in excess of the maximum limit fixed by law in many other States.

Wherefore, your petitioners pray that said rates be modified. That a reduction of 25 per cent be made on passenger rates, and 30 per cent on freight rates on said line.

And your petitioners will ever pray.

(Signed:) MEACHAM, COOPER, & CO., and twenty-five others.

PETITION FROM CITIZENS OF SAN MATEO.

On August 25, 1891, a communication was filed with this Board from the citizens of San Mateo, San Mateo County, requesting the Board of Railroad Commissioners to intercede in their behalf with the Southern Pacific Company, in having the tracks raised at the crossing of Poplar Avenue, so that the roadbed could be pierced to permit vehicles to pass under the railroad.

Upon motion of Commissioner Beckman, the matter was referred to Commissioner Litchfield.

On October 19, 1891, Commissioner Litchfield submitted the following report:

I will state in regard to the San Mateo case, wherein Mr. Bowie and others requested a bridge to be built by the railroad company over Poplar Avenue, that that case has been settled.

The railroad company, upon recommendation of this Commission, will build a bridge, and Mr. Bowie desires to express his thanks to this Commission, and also requested me to express his thanks to Mr. Towne for the prompt manner in which they had listened to their request. They are very much pleased.

The report was adopted.

COMPLAINT OF J. W. GILMER, OF PLANO.

On August seventeenth a complaint was received from J. W. Gilmer, of Plano, Tulare County, California, complaining of overcharge on wheat shipments. Upon investigation by the Commission, it was ascertained that a clerical error had occurred, and that all differences were adjusted by the Southern Pacific Company.

RESIGNATION AS BAILIFF.

The following letter from C. H. Eldred, tendering his resignation as Bailiff of the Commission, was read:

SAN FRANCISCO, September 1, 1891.

Mr. President and gentlemen of the Railroad Commission:

I hereby tender my resignation as Bailiff of your Commission. I take this step with regret, but for reasons of doing better. Thanking you for past favors,
I remain, very respectfully,

CHAS. H. ELDRED.

CONSUMERS ICE COMPANY vs. SOUTHERN PACIFIC COMPANY.

COMPLAINT.

Before the Board of Railroad Commissioners of the State of California.

R. G. SNEATH, PRESIDENT OF THE CONSUMERS ICE COMPANY, Plaintiff, }
vs.
SOUTHERN PACIFIC COMPANY, Defendant. }

To the honorable Board of Railroad Commissioners of the State of California:

GENTLEMEN: Your petitioners, the Consumers Ice Company of this city, are manufacturing a large quantity of distilled water ice, for which there would be an enormous demand throughout the warm valleys of this State were the rates of transportation not

prohibitory. We desire to call your attention to the fact that the schedule rates of the Southern Pacific Company are more than ten times as much as the combination rates, for like services, of all the roads leading from the Great Lakes in the East to interior points; and we herewith offer, as proof of that fact, the freight circular of the Central Traffic Association of March 19, 1891, from Chicago, and amendments thereto of later date.

We have compared the above rates for various distances with those of the Southern Pacific Company for one hundred and thirty points, and find the charges of the latter more than ten times as much as the former, and out of all reason for the service.

In round numbers, the eastern rate, and that of a trust or combination, you will notice is about one half cent per ton per mile, while the California rate is over 5 cents per ton per mile.

What the competition rates in the East are we are not advised, but believe them to be from one fourth to one half cent per ton per mile, which, if correct, would make our rate here from fifteen to twenty times as much as competition rates East.

In ice there has been a monopoly in this State for many years, as well as in its transportation, but now the price of ice in this city is nearly as low as in the average eastern cities, but the rates of transportation are so extremely high as to prevent the use of it in the interior where it is most needed.

We are of the opinion that a rate twice as high as the combination rate of the East would be quite sufficient to render a profit to the railroad company, but we could thrive and pay three times as much, or $1\frac{1}{2}$ cents per ton per mile; and we therefore ask your honorable body to fix the rate at not to exceed three times as much as the eastern rate on ice.

Yours respectfully,

R. G. SNEATH,
President Consumers Ice Company.

SAN FRANCISCO, September 2, 1891.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

R. G. Sneath, being first duly sworn, deposes and says that he is the President of the Consumers Ice Company, the plaintiff herein; that as such President he has heard the complaint read, and that the same is true of his own knowledge, except as to those matters which are therein stated on information or belief, and as to those matters he believes it to be true.

R. G. SNEATH,
President Consumers Ice Company.

Subscribed and sworn to before me, this second day of September, 1891.

[SEAL]

J. W. KEYS,
Notary Public.

SUMMONS.

Before the Board of Railroad Commissioners of the State of California.

R. G. SNEATH, PRESIDENT CONSUMERS ICE COMPANY, *Plaintiff*,
vs.
SOUTHERN PACIFIC COMPANY, *Defendant*.

The People of the State of California send greeting to the Southern Pacific Company, defendant:

You are hereby required to appear and answer, in writing, under oath, within fifteen days from the day of service of this summons upon you, the complaint of the above named plaintiff, filed before and with the above Board. Said action is brought to obtain the judgment and decision of this Board requiring you to lower your present rates on ice from San Francisco to all points on the line of the Southern Pacific Company in California, and owned or controlled by said defendant, so that the rate shall not exceed three times the rate charged by eastern roads on ice.

Given under my hand and seal of the Railroad Commissioners of the State of California, this fourth day of September, A. D. 1891.

JAS. V. KELLY,
Secretary Board of Railroad Commissioners.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

I, Louis Montgomery, Bailiff of the Board of Railroad Commissioners, hereby certify that I personally served the within summons on G. L. Lansing, Secretary and Controller of defendant company, by delivering to him personally in the City and County of San Francisco, State of California, a printed copy of said summons, attached to a copy of said complaint as attached hereto.

Dated at San Francisco this fifth day of September, 1891.

LOUIS MONTGOMERY,
Bailiff of the Board of Railroad Commissioners, State of California.

ANSWER.

Before the Board of Railroad Commissioners of the State of California.

R. G. SNEATH, PRESIDENT OF THE CONSUMERS ICE COMPANY, *Plaintiff*,
 vs.
 SOUTHERN PACIFIC COMPANY, *Defendant*.

The above named defendant, without in any manner waiving, but expressly insisting upon the objections herein specially made to the complaint of the plaintiff aboved named, herein filed, that the said complaint does not state facts sufficient to authorize this proceeding, and that it does not conform to the requirements of Section 9, Chapter LIX, of the Statutes of 1880, for answer in its behalf to the said complaint:

Denies that its rates of transportation are prohibitory of an enormous demand, or any demand, in the warm valleys of this State, or elsewhere, for the ice manufactured by the Consumers Ice Company, or that any such demand or any demand exists therefor, or would exist were it not for the rates of defendant for transportation.

Defendant denies that its schedule rates are ten times as much as the combination or other rates for like service of all or any of the roads leading from the Great Lakes in the East to interior points, or are at all in excess of such rates after making proper allowance for the additional cost of the service to this defendant over the cost of similar service to said roads; and denies that its rates, or any of its rates, are out of reason for the service, but to the contrary avers that its rates are reasonable and just, and afford no more than a proper compensation to defendant for the service rendered by it in the transportation.

Defendant, upon its information and belief, denies that there has been in this State for many years a monopoly in ice, and denies that there is or has been any monopoly in its transportation, and denies that the rates of transportation are so extremely or at all high as to prevent, or that its rates do prevent the use of it in the interior or where it is most needed, or elsewhere, and defendant denies generally all the averments and allegations of said complaint.

Wherefore, defendant prays that this proceeding be dismissed.

JAS. C. MARTIN,
 Attorney for Defendant.

STATE OF CALIFORNIA,
 City and County of San Francisco. } ss.

C. F. Smurr, being duly sworn, deposes and says that he is an officer and agent, to wit: the General Freight Agent, of the defendant, the Southern Pacific Company, and makes this verification for and in behalf of said defendant; that he has read the foregoing answer, and knows the contents thereof, and that the same is true of his own knowledge, except as to the matters therein stated on information or belief, and as to them that he believes it to be true.

C. F. SMURR,
 General Freight Agent Southern Pacific Company.

Subscribed and sworn to before me, this nineteenth day of September, A. D. 1891.

[SEAL]

E. B. RYAN,
 Notary Public.

Filed in office of Railroad Commissioners, this nineteenth day of September, A. D. 1891.

JAS. V. KELLY,
 Secretary.

PETITION OF CITIZENS OF EL DORADO COUNTY.

The following petition, from citizens of El Dorado County, for a switch on the railroad line near Latrobe, was filed with the Secretary of this Commission on October 15, 1891. A copy of the petition was served on the Southern Pacific Company on October 16, 1891:

To the honorable the Board of Railroad Commissioners of the State of California:

We, the undersigned, residents of the county of El Dorado, living near Latrobe, respectfully petition your honorable body for a switch on the line of the Southern Pacific Company, one and one fourth miles northeast of Latrobe, in said county, on the route to Shingle Springs. Petitioners will grant to the company the necessary ground for such switch. The switch will be a great convenience to residents of that neighborhood, enabling them more easily to transport their products. The nearest switch at present is Bryan switch, and that is so far that it is very difficult for petitioners to ship goods, or

to receive those sent to them. We ask, therefore, that you investigate this matter, and, after due investigation, that this petition be granted.

There is now a county road crossing the track of the Southern Pacific Company at the point where we ask for the switch to be placed, and the switch will greatly accommodate the people, for the road leads into Amador County, and gives a market to more people.

The above petition was signed by the Morse Gold Mining Company, by Vernon Wilson, its Superintendent, and by twenty-three citizens of El Dorado County living in the vicinity of the site of the proposed switch.

ANSWER.

SAN FRANCISCO, October 28, 1891.

Mr. JAMES V. KELLY, *Secretary to the honorable Board of Railroad Commissioners of the State of California:*

DEAR SIR: I have duly received a copy of the petition which you forwarded to me from residents of the county of El Dorado living near Latrobe, who petition your honorable body for a switch on the line of the Southern Pacific Company, one and one fourth miles northeast of Latrobe, in said county. The petition of these gentlemen has been carefully considered, and I find that the point at which the switch is wanted is about a mile east of Latrobe where the county road crosses the track, and which is known as Miller's Crossing. It is also about a mile west of the spur at Bryants. It seems to me that the two switches, one at Latrobe and the other at Bryants, are more convenient than the one petitioned for would be, and for the further reason that a large number of the petitioners would have to pass either one or the other to reach the proposed switch. The switch at Bryants is on the county road, as is also the one at Latrobe, and to put the one in which is proposed would bring them entirely too close to each other—much closer than the business of the community would warrant.

I understand that the first signer of this petition, Mr. Louis Caffaro, is the person who really wants the switch, and that the rest are in a friendly way endeavoring to help him out, they not having any particular interest in it. If Mr. Caffaro wishes a spur track put in for his private use at his own expense under the circumstances mentioned above, I respectfully ask your honorable body to advise these petitioners that you refuse to ask the Southern Pacific Company to put in this switch at its own expense.

Yours truly,

J. A. FILLMORE,
General Superintendent.

DECISION OF THE BOARD.

In the matter of the petition of the citizens of El Dorado County for a switch, on November 2, 1891, upon motion of Commissioner Litchfield, the Secretary was directed to inform the railroad company that it was the opinion of the Board of Railroad Commissioners that the company should put in a switch, as prayed for by the petitioners, providing they comply with the rules and regulations of the railroad company.

REMARKS CONCERNING FISCAL YEAR.

The following is a letter from Thos. Mellersh, accompanying the report of the San Francisco and North Pacific Railway Company, to this Commission:

APRIL 8, 1891.

JAMES V. KELLY, *Esq., Secretary State Board of Railroad Commissioners, Chronicle Building, San Francisco:*

DEAR SIR: I have pleasure in handing you herewith the report of the San Francisco and North Pacific Railway Company for the year ending December 31, 1890.

I take pleasure in forwarding you the report at this early date, but I would respectfully beg to observe that by reason of the fiscal year of this company ending June thirtieth, whereas the report required by your honorable Board ends with the calendar year, an entire change in the compilation of statistical and other information is necessitated, which naturally retards the rendering of this report. If the fiscal year of your Commis-

sion was contemporaneous with that of this company, the complete report might be furnished you within sixty days after the close of the fiscal year.

In connection with this matter, I beg to take the liberty of asking the kind attention of your honorable Board to that part of an address made before the General Conference of Railroad Commissioners, held at Washington, D. C., on March 5, 6, and 7, 1889, for the purpose of obtaining uniformity in railway statistics. On page 361 of the "Statistics of Railways of the United States," for 1888, you will find the following:

"The first point that should be considered pertains to the date adopted for the close of the fiscal year. As matters now stand, ten of the Commissions accept June thirtieth as the close of the fiscal year; six States have accepted September thirtieth; five States have adopted December thirty-first; one State calls for quarterly, and one for monthly returns."

At such meeting a resolution was adopted, reading as follows:

"Resolved, That it is the sense of this Convention that a uniform method of collecting and publishing statistics, both as to time and matter, should be adopted."

Not only was this resolution agreed to by the representatives of the several States, but by the Railway Accounting Officers as well, whose voice was expressed through the votes of the members of the Executive Committee of the Association of American Railway Accounting Officers.

So far as the later report made by the Statistician of the Interstate Commission shows, it is found that twelve States, besides the Interstate Commerce Commission, had adopted June thirtieth as the close of the fiscal year. Later advice shows that six other States, acting in harmony with the spirit of the resolution quoted above, have changed their dates to June thirtieth. These States are Connecticut, New York, Massachusetts, Pennsylvania, New Hampshire, and Florida. Further, North and South Dakota can be added to the list, and it is assumed that Georgia and Kentucky, having used the form of report furnished them by the Interstate Commerce Commission, have also adopted June thirtieth as the date for ending the railroad year. Mr. Henry O. Adams also stated, in his paper referred to above, that "if the statistical results of the State Commissions, and of the Interstate Commerce Commission, are to be used as checks each against the other, it is essential that the financial year adopted as the basis of returns should be the same for all."

The fiscal year of this company was made to end December thirty-first, but in order to conform to the requirements of the Interstate Commerce Commission the Board of Directors changed the fiscal year to June thirtieth. I know it also to be a fact that many railroad companies have, during the past three years, changed their fiscal year to conform to that of the Interstate Commerce Commission, and all of these changes have been effected for:

First—Effecting uniformity in accounts.

Second—To give to the Interstate and other Commissions absolute and reliable data; and,

Third—To save the Auditors of the railroad companies the resegregating of their work, which is incumbent upon them when the State fiscal year differs with the date of their own fiscal year and of that of the Interstate Commerce Commission.

Should your honorable Board elect to make any change, and should adopt June thirtieth as the date for obtaining reports, I beg to say that this company will, in addition to the report now furnished you, gladly send you a full report of its business, as called for by your annual report, for its fiscal year ending June 30, 1891. As your form of report is so similar to that used by the Interstate Commerce Commission, the information furnished you and the Commission would be, in almost all respects, identical, except that your report calls for some additional statements.

I have the honor to be, your obedient servant,

THOS. MELLERSH.

INVITATION FROM INTERSTATE COMMERCE COMMISSION.

A circular letter was received and read by the Secretary from the Interstate Commerce Commission, requesting the Railroad Commission of the State of California to be present at a meeting of the Railroad Commissions of the several States and the members of the Interstate Commerce Commission, to be held in the city of Washington, D. C., on the third day of March, 1891, at 11 o'clock A. M., at the office of the Interstate Commerce Commission.

The Secretary was instructed to accept the invitation.

RAILWAY TICKET BROKERAGE.

SAN FRANCISCO, July 16, 1890.

Hon. THOS. M. COOLEY, Chairman Interstate Commerce Commission, Washington, D. C.:

DEAR SIR: We beg to acknowledge receipt of your letter of the second instant, wherein you speak of a large and prosperous business as done in the sale of railroad passage tickets on the part of persons who seem not to be in the service of railroads.

As you invite a full and free expression of our views upon the question presented in your letter, we beg to reply as follows:

First—That we consider the existence of this business a public evil, and a serious one.

Second—That although the profit of this business and the cost of conducting it are virtually at the expense of the railroad companies and to their detriment, it cannot be said, justly or properly, that the companies impose additional charges upon passenger traffic as an offset thereto, or recognize such an expense when fixing their charges for the traffic.

Third—That this business exists chiefly, and, we might say only, because of man's desire to make money, and the opportunity to do so afforded by the custom of making rates for passage between prominent or distant points less than the sum of the local rates between intermediate points.

Fourth—That we think this business should be stopped, and that to stop it a national law will be necessary, under which tickets for interstate passage can be sold only at offices established by, and by agents selected and appointed by the railroad companies. We think such a national law, affixing severe penalties for any violation thereof, will put an end to the business, and that the stoppage of the purchase and sale of State tickets will follow close upon that of interstate tickets.

When a railroad company accepts payment for the carriage of a person from one point to another on its own road, or on the road of another company, it can justly and properly be said to do so for the carriage of but one person between the two points, that person being either the one by whom the payment is made, or the one in whose behalf it is made. Were the rate between any two points always the sum of the local rates for the intermediate points, a railroad company would not be deprived of its just charges were a passenger to use a ticket for a part of the journey and to transfer it to a second passenger, and such second passenger afterwards to use it.

It is the business of the railroad companies, and to their profit, to induce people to travel; hence, rates between prominent and distant points are made less at times than the sum of the local rates for intermediate points. Further, a longer road often accepts the rate of a shorter between two points, although the latter's rate may be less than the sum of the locals over the longer road. If the purchaser of a ticket over such longer road partly uses it, and then sells it, he defrauds the railroad company and profits himself, if the passage had has cost either passenger less than the company's rate therefor. The traveling public is not slow to see the opportunity afforded by what may be termed the necessities of the traffic; hence, the origin, the rise, and the progress of the business known as that of the ticket scalper or ticket broker. Those engaged therein are only parasites. Their sole object is to reap profit from a state of affairs resulting from a proper pursuit of a legitimate business, while they do not in any way contribute to the service rendered.

It may be charged that railroad companies have availed themselves at times of the services of ticket scalpers or ticket brokers. If this be true, we believe it can be shown to result from some inequality (actual or fancied) on the part of the railroad company doing so, or more likely from a spirit to conduct competition unfairly.

We think railroad companies are fairly entitled to the protection of the State and the Nation in this matter. Fraud exists and is practiced chiefly as a result of a desire of the railroad companies to do that which is a public benefit. The larger profit from the fraud accrues not to the traveler, but to the middleman, who does not contribute in any way to the service performed. This condition of affairs can properly be called a public evil, and all the more so because of the temptations to crime presented. Some of those engaged in this business are not satisfied with moderate profits, but seek to increase them in various ways. They change the destination of tickets from shorter points to those more distant; they change dates of expiration; they change tickets sold over one line or road to read as though sold over another line or road. Such practices are criminal, and should be stamped as such. They are almost an excuse for speaking of this business as one to which crime is not an incident, but almost an essential.

Respectfully yours,

T. H. GOODMAN.

AUGUST 14, 1890.

The honorable Railroad Commission, San Francisco, California:

GENTLEMEN: Nothing is more noticeable to one who gives even casual attention to the railroad business of the country, than the fact that in all considerable towns there are persons who apparently are doing a large as well as a prosperous business in the sale of tickets for passenger transportation, though they seem to be not in the service of the roads. The inference is that the tickets are either issued under circumstances which would not bear investigation, or for some reason, after having been properly purchased,

have not been made use of by the persons who bought them, or only used for a part of the distance which the persons purchasing were entitled to travel thereon. From the controversies which arise when these tickets come to be used, it would be inferred that they are sold, sometimes at least, in disregard of the conditions under which they were originally issued, and purchasers are either refused a passage upon them altogether, or are subjected to great annoyance and inconvenience before they are received.

Your attention is directed to this matter, for the purpose of obtaining your views upon the following questions:

First—Whether the existence of this business is not a serious public evil?

Second—Whether the profits of the business and the cost of transacting it do not necessarily either come from the revenues of the railroad companies, or tend to increase the charges which they impose upon passenger traffic with a view to a sufficient revenue?

Third—What are the chief causes which afford a field for the business, and which are responsible for its existence?

Fourth—If, in your opinion, the business should be brought to an end, what remedy or remedies do you suggest for that purpose?

Fifth—Is there any legislation in your State designed to limit or bring to an end the irregular dealings in railroad tickets; and, if so, will you please favor the Commission with a copy thereof, or a reference to the statute or other publication where the same may be found?

A full and free expression of your views is invited, and you need not limit a reply to the questions above proposed.

Very respectfully,

THOMAS M. COOLEY.

AUGUST 25, 1890.

The honorable Board of Railroad Commissioners of the State of California, San Francisco:

GENTLEMEN: Referring to the communication addressed to your honorable Commission by the Interstate Commerce Commission, under date of August fourteenth, I beg leave to say that due inquiry into the methods of the scalping agencies, cut-rate ticket offices, or railway ticket brokers, in San Francisco, Los Angeles, and other California towns, will, in my judgment, disclose to you conditions under which the business is transacted, that will move you to answer affirmatively and emphatically the first and second questions of the Interstate Commerce Commission, and to suggest national legislation as the only remedy.

The same communication was addressed to this company some time in June. I beg leave to inclose herewith a copy of the reply of our General Passenger Agent. It seems to me the reply might have been more fully elaborated, and would have been had I been at home and the matter come to my attention.

In review of the questions asked, I desire to say:

To the first question, viz.: "Whether the existence of this business is not a serious public evil?" we should answer "Yes," for the reasons:

(a) It encourages dishonesty, and in many cases forgery is resorted to in order to make it successful. As a rule, the class of tickets which are successfully and profitably scalped are through coupon tickets. A through coupon ticket is in the nature of a contract between the person who buys it and the carrier who sells it. The passenger affixes his name to the contract, whereby he agrees that the ticket shall not be transferable, that it shall be good only for a continuous passage between starting point and destination, etc. I will inclose you a form. Every ticket of this kind which is scalped can only be sold to the scalper by the purchaser of it, in violation of his contract not to transfer it. Every such ticket which is transferred, having the signature of the original purchaser to the contract, can only be used by the scalper, or the party who purchases of the scalper, personating the first purchaser and traveling under his name, or by the scalper erasing the first purchaser's signature and substituting therefor the second purchaser's name, which we are advised is forgery.

(b) Owing to the fact that tickets are scalped the carrier is obliged to adopt this form of contract, and to make the tickets non-transferable and good only for continuous passage. As even these tickets are scalped or used by other persons than the original purchaser in defiance of the original purchaser's contract, and new names often forged to the tickets, the railroad companies are obliged to instruct their conductors to be careful in examining the tickets, to have the bearer of the ticket sign his name on the back of the ticket, and in many ways subject the passenger to inquiries which, to the majority of men, are not agreeable. All this could be avoided if the railroad companies were protected by law from such misuse of their tickets. In another way is the traveler inconvenienced: Ordinary travelers—persons not much accustomed to traveling—are often induced to enter the scalper's office in the belief that it is a regular ticket office, and to purchase a ticket which is fraudulent, a forgery, or otherwise not good. The traveler, innocent in himself, boards the train, presents the ticket, the ticket is refused, and he either is subjected to the payment of a second fare or is ejected from the train.

(c) The practice of scalping tickets creates discrimination. The ordinary traveler or honest man, who prefers to deal with ticket agents, goes to the ticket office of a regular transportation line, buys his ticket at the regular published tariff rates, pays one fare; the shrewd, experienced traveler, not averse to taking risks, trusting somewhat to the general public apathy in the matter of enforcing the rights of the carrier, will go to the scalper and buy a fraudulent ticket at a discount.

(d) This practice is a public evil in another sense: It affords (in a way with which the Interstate Commerce Commission is perfectly familiar, and no doubt also your honorable Commission, from the reported investigation made at Chicago) an opportunity for a dishonest railway agent to evade the law through connivance with the scalper. The way it is usually done is this: While the railway agent will not sell the ticket over his own counter at a discount, he will put the ticket in the hands of a scalper, paying him a heavy commission on its sale. This commission is wide enough to permit the scalper to sell it at a discount and still reserve a very profitable margin for himself.

To the second question: "Whether the profits of the business and the cost of transacting it do not necessarily either come from the revenues of the railroad companies or tend to increase the charges which they impose upon passenger traffic with a view to a sufficient revenue?" there can be but one answer, namely, that the cost of the scalpers' business and profits must necessarily come from the revenues of the railroad companies. It can come from no other source. While it may be said that the railroad companies do not increase their charges by reason of the drain upon their revenues because of the scalper, yet it is evident that this drain upon the revenues of the railroad companies prevents them from making reductions to the general public which would otherwise be reasonable. In this sense it can be said that the scalping of tickets does have the effect of increasing the transportation charges of the traveling public.

To the third question of the Commission: "What are the chief causes which afford a field for the business, and which are responsible for its existence?" The opportunity for scalping is afforded by the fact that railroad charges are not made at the same rate per mile for all distances. A rate of 4 cents per mile for a five hundred-mile haul might be a reasonable rate, while the same rate for a thousand-mile haul would be an unreasonable rate. Transportation companies generally try to reach a normal rate for all distances—that is, a rate which will permit and promote the freest travel over its lines at a profit to the carrier. For this reason the rate over long routes is lower per unit of service than over short lines. A rate of 4 cents per mile for five hundred miles, or \$20, might not restrict travel, while a rate of 4 cents a mile over a line two thousand miles long would very likely only permit such travel as was unavoidable.

Again: Competition governs the rates. Between two centers of population there may be several lines. The rate is usually based on the short line. The longer lines must meet the short-line rates, or not do any of the business. They can adopt the rate of the shorter line in gross, because it will pay them something above the additional cost of doing a share of the through travel besides its local travel, but if they were compelled to reduce all their rates on their local travel to the same rate per mile as they were obliged to make in order to compete for the travel which is competitive, they would be forced to abandon the competitive business. (This, I may say, in passing, would be destructive of competition, to the public detriment.) Thus you see where tariffs are made (as a rule they are) with a lower rate for longer distances over the same line than for shorter distances, and where several points of varying distances on the same line of travel take the same rate (as, for example, from Chicago to Sacramento, Stockton, and Los Angeles), there is opportunity for the scalper. A man can buy a ticket from Chicago through Sacramento and Stockton to Los Angeles at the same rate as to Sacramento. Why? Because the Atchison line make the rate to Los Angeles the same as to Sacramento. Now, a person who is familiar with the scalper, wishing to travel from Chicago to Sacramento will buy a ticket (and sometimes he is prompted to do so by a superserviceable railroad agent) from Chicago to Los Angeles. He rides on the ticket to Sacramento, where he leaves the train and sells the unused portion of the ticket to a scalper for little or nothing. Later the scalper sells it to some man who wishes to go from Sacramento to Los Angeles. I think the above will serve you for examples of the opportunities afforded. The cause follows, that is to say, the opportunity is presented by the necessities of the railroad situation for a dishonest man to make large profits. He therefore engages in it.

To the fourth question: "If, in your opinion, the business should be brought to an end, what remedy or remedies would you suggest for that purpose?" I trust that it will be the conclusion of your honorable Commission that the business should be brought to an end. The only efficient remedy will be a national law vigorously enforced. There is no scalping done in the State of Pennsylvania, because of a State tax which forbids any one but a duly authorized agent of a railroad company to sell railroad tickets. I have been informed by representatives of the Canadian Pacific Railway Company that the same or a similar statute or law has been enacted in Canada, and that no such thing as scalping tickets is known there. I have no copy of these statutes, but if you cannot find them I will undertake to get them for you.

If I can be of further service to you, please command me.

Very respectfully,

J. C. STUBBS.

NEW ROADS IN CALIFORNIA.

The following is a list of the new roads constructed by the Southern Pacific Company in California during the year ending July 1, 1891:

OFFICE OF SOUTHERN PACIFIC COMPANY, }
SAN FRANCISCO, July 22, 1891. }

JAMES V. KELLY, *Esq.*, *Secretary State Board of Railroad Commissioners, Phelan Block, City:*

DEAR SIR: As requested in yours of yesterday, below please find tabulated statement of new roads in the Southern Pacific Company's system in California, constructed during the year ending July 1, 1891, together with the length, in miles, and the date each line went into operation:

RAILROAD,	Between—	Length.	When First Operated.
S. P. R. R. of Cal..	Porterville and Poso	34.59	...December 24, 1890
S. P. R. R. of Cal..	Oakdale and Merced	40.832	... February 2, 1891
Northern Cal. Ry..	Marysville and Knight's Landing ..	27.73	... February 4, 1891
S. P. R. R. of Cal..	Ontario and Chino	5.7	... February 17, 1891
S. P. R. R. of Cal..	Avon and San Ramon	20.262	... June 7, 1891
S. P. R. R. of Cal..	Los Baños and Armona	88.067	...Not yet operated.

Yours truly,

A. N. TOWNE.

TABLE No. 1.
FINANCIAL STATEMENT.

COMPANIES.	Length of Road, in Miles, in State.	Cost of Construction, including Buildings, Fences, Tools, Salaries, etc.	Cost of Equipment.	Capital Stock Issued.	Funded Debt Issued and now Outstanding.	Floating Debt.	Gross Earnings.	Operating Expenses.	Income from Operation.
Southern Pacific Company.	None.	*	||||	\$116,074,830 00	None.	\$27,855,680 00	\$34,857,709 76	\$21,976,218 34	\$12,881,491 42
Central Pacific Railroad Company.	736.91	\$168,765,768 16	||||	68,000,000 00	\$61,852,000 00	2,838,297 66	†	†	†
Southern Pacific Railroad Co. of Cal.	1,319.67	114,615,873 62	†	61,821,900 00	44,322,500 00	†	†	†	†
California Pacific Railroad Company.	115.44	19,537,072 60	†	12,000,000 00	6,830,500 00	†	†	†	†
Northern Railway Company.	390.38	24,533,065 21	†	12,896,000 00	9,919,000 00	†	†	†	†
North Pacific Coast Railway Company.	104.00	11,500,000 00	†	6,000,000 00	5,500,000 00	†	†	†	†
Northern California Railway Company.	25.90	1,670,000 00	†	1,280,000 00	945,000 00	†	†	†	†
Southern California Railway Company.	537.16	24,638,550 82	†	12,804,000 00	12,284,740 00	1,175,368 43	1,758,823 80	1,469,374 96	289,448 84
Atlantic and Pacific Railroad Company.	243.00	10,133,331 57	†	6,000,000 00	4,150,000 00	65,917 13	807,742 64	715,979 01	91,763 63
San Francisco & North Pacific R. Co.	185.73	3,240,000 00	†	1,620,000 00	1,620,000 00	683,000 00	799,388 13	522,102 95	277,285 18
Carson and Colorado Railroad Co.	111.37	3,144,805 95	†	2,500,000 00	1,240,000 00	262,149 50	393,822 16	316,774 71	77,047 45
North Pacific Coast Railroad Company.	100.00	2,963,040 61	†	1,370,400 00	1,370,000 00	20,550 00	155,489 53	97,079 47	58,410 06
Pacific Coast Railway Company.	80.50	565,527 03	14,200 00	173,000 00	86,000 00	99,441 00	45,275 18	35,929 40	9,345 78
Los Angeles and Pacific Railroad Co.	82.62	814,905 56	51,651 99	90,000 00	466,000 00	98,732 49	126,878 25	56,211 15	71,379 72
Nevada-California-Oregon Railroad Co.	30.00	540,670 05	74,134 89	242,200 00	260,000 00	10,821 83	87,259 41	71,628 10	15,681 31
Eel River & Eureka Railroad Company.	26.39	362,086 22	76,263 03	200,000 00	451,000 00	1,618 98	49,620 63	52,280 28	**2,659 65
Nevada County Narrow Gauge.	28.58	12,655 85	†	100,500 00	70,000 00	1,267 14	23,000 02	15,907 13	7,192 89
National City and Otay Railway Co.	23.00	143,425 88	51,797 35	187,740 00	None.	173,998 08	112,409 63	87,783 82	14,625 81
Colusa and Lake Railroad Company.	15.00	87,999 55	36,001 50	82,025 00	None.	9,748 47	25,377 23	14,784 15	10,583 08
Arcata and Mad River Railroad Co.	8.33	93,666 78	21,150 78	50,000 00	50,000 00	29,809 52	18,602 99	12,523 10	6,079 89
Visalia Railroad Company.	11.50	132,360 45	50,580 08	500,000 00	None.	†	25,797 04	25,797 04	39,016 43
Visalia and Tulare Railroad Company.	19.00	550,000 00	17,435 00	769,000 00	550,000 00	†	46,213 32	38,383 56	7,829 76
Redondo Railway Company.	26.00	†	†	†	150,000 00	†	†	†	†
San Diego, Cuyamaca, and Eastern Railway Company.	†	†	†	†	†	†	†	†	†
Sierra Valley and Mohawk Railroad Co.	†	†	†	†	†	†	†	†	†
Totals, 1890.	4,290.48	\$383,693,674 45	\$958,647 25	\$304,811,655 00	\$152,116,740 00	\$33,349,797 16	\$39,333,409 72	\$25,508,637 17	\$13,859,800 90

* No road owned.
 |||| No equipment owned.
 † Reported by Southern Pacific Company.
 ** Deficit.
 ‡ Not reported.
 § Reported by lessee.
 † Included in construction.

TABLE No. 2.

TRAFFIC STATEMENT—1890.

COMPANIES.	Total Number of Passengers Carried.	Average Rate of Fare per Mile, in Cents.	Total Tons of Freight Hauled.	Average Rate of Freight per Ton per Mile, in Cents.	Total Miles Run by Passenger Trains.	Total Miles Run by Freight Trains.	Total Miles Run by Mixed Trains.
Southern Pacific Company.....	16,586,283	2.15	6,292,069	1.671	7,049,245	8,678,868	708,787
Central Pacific Railroad Company*.....							
Southern Pacific Railroad Company of Cal.*.....							
California Pacific Railroad Company*.....							
Northern Railway Company*.....							
Northern California Railway Company*.....							
South Pacific Coast Railway Company*.....	622,381	2.831	389,097	2.617	637,832	334,603	150,403
Southern California Railway Company.....	48,900	1.81	246,700	1.17	301,076	685,489	
Atlantic and Pacific Railroad Company.....	744,089	2.13	163,905	2.92	230,770	69,332	50,538
San Francisco and North Pacific Railroad Co.....							
Carson and Colorado Railroad Company.....	892,676		91,369	4.038	204,657	102,900	
North Pacific Coast Railroad Company.....	38,959	8.720	56,061 ¹ / ₂	6.644	196,899	126,225	57,375
Pacific Coast Railway Company.....							
Los Angeles and Pacific Railroad Company [†]							
Nevada and California Railroad Company.....	4,111	8.303	7,371	8.441			43,008
El River and Eureka Railroad Company.....	44,622	4.00 ⁺	14,714				54,750
Nevada County Narrow Gauge Railroad Company.....	28,270	7.2	25,388				23,545
National City and Otay Railway Company.....	169,781			11.4	3,211	17,804	25,919.44
Colusa and Lake Railroad Company.....	10,136		9,060		66,686.60	300.84	
Arcata and Mad River Railroad Company.....	38,320		9,002				
Visalia and Tulare Railroad Company.....	23,487	7.00	14,689	12.00			
Yreka Railroad Company.....							
Visalia and Tulare Railroad Company.....	32,057	4.10	1,483				
San Diego, Cuyamaca, and Eastern Railway Co.....	37,171	3.00	27,286	10.00			\$43,757
Sierra Valley and Mohawk Railroad Company [†]							
Redondo Railway Company.....	28,048						+25,560
Totals.....	19,319,271	3.70					

* Reported by Southern Pacific Company.

† Reported by lessee.

‡ Not reported.

§ Total mileage of all trains from August 1 to December 31, 1890.

Total mileage of all trains.

TABLE No. 3.
COMMODITY STATEMENT.

COMPANIES.	Grain, in Tons.	Per Cent.	Flour.	Per Cent.	Hay.	Per Cent.	Fruits and Veg- etables.	Per Cent.	Live Stock.	Per Cent.	Hides and Leather.	Per Cent.	Wool.	Per Cent.	Coal.	Per Cent.
Southern Pacific Company.....	1,086,912	17.27	93,222	1.58	191,341	3.04	272,307	4.33	217,984	3.46	14,603	.23	25,874	.41	202,930	3.22
Central Pacific Railroad Co.*.....	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Southern Pacific R. R. Co. of Cal.*.....	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
California Pacific Railroad Co.*.....	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Northern Railway Company*.....	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
South Pacific Coast Railway Co.*.....	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Northern California Railway Co.*.....	31,944	8.33	6,316	1.65	9,660	2.52	49,444	12.90	5,139	1.34	351	.09	1,354	.35	53,881	14.03
Atlantic and Pacific Railroad Co.....	4,171	1.69	2,301	.93	1,593	.65	20,521	8.32	5,169	2.10	519	.21	1,105	.45	66,006	26.76
S. F. and North Pacific R. R. Co.....	3,480	2.13	2,833	1.73	2,245	1.37	9,204	5.62	3,090	1.89	-----	-----	826	.50	-----	-----
Carson and Colorado R. R. Co.†.....	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
North Pacific Coast R. R. Co.....	236	.28	-----	-----	568	.62	2,665	2.91	2,504	2.74	-----	-----	-----	-----	-----	-----
Pacific Coast Railway Company.....	12,555	22.40	-----	-----	-----	-----	-----	-----	2,444	4.37	85	.15	135	.24	92	.16
Los Angeles and Pacific R. R. Co.....	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Nevada and California R. R. Co.....	224	3.30	257	3.40	11	.10	346	4.60	91	1.20	76	1.00	231	3.10	41	.60
Eel River and Eureka R. R. Co.....	2,914	-----	-----	-----	892	-----	-----	-----	-----	-----	-----	-----	210	-----	-----	-----
Nevada County Narrow Gauge.....	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
National City and Otay Ry. Co.....	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Colusa and Lake Railroad Co.....	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Arcata and Mad River R. R. Co.....	850	-----	594	-----	-----	-----	685	-----	-----	-----	85	-----	57	-----	272	-----
Visalia Railroad Company.....	1,561	-----	107	-----	50	-----	525	-----	1,120	-----	-----	-----	-----	-----	-----	-----
Yreka Railroad Company.....	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Visalia and Tulare Railroad Co.†.....	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
San Diego, Cuyamaca, and East- ern Railway Company.....	1,680	-----	150	-----	50	-----	2,940	-----	7	-----	-----	-----	2	-----	30	-----
Totals.....	1,146,537	55.38	105,780	9.29	206,408	8.30	358,637	38.68	237,248	17.10	14,719	1.68	29,794	5.05	323,251	44.90

* Reported by Southern Pacific Company.

† Reported by lessee in Nevada.

‡ Total tonnage reported only.

TABLE No. 3—Continued.

COMPANIES.	Wood and Tan Bark.	Per Cent.	Lumber, Shingles, and Shakes.	Per Cent.	Wine.	Per Cent.	Petroleum and Other Oils.	Per Cent.	Merchan- dise.*	Per Cent.	Company Freight.	Per Cent.	Total Freight Tonnage.
Southern Pacific Company	200,122	3.18	578,723	9.29	115,312	1.83	82,784	1.31	965,304	15.34	1,025,488	16.30	6,292,089
Central Pacific Railroad Company*													
Southern Pacific Railroad Co. of Cal.*													
California Pacific Railroad Company*													
Northern Railway Company*													
South Pacific Coast Railway Co.*													
Northern California Railroad Co.*	57,441	14.99	†	†	6,133	1.34	9,365	2.44	57,681	15.05	10,919	2.85	383,314
Southern California Railroad Company.	8,016	3.25	†	†	6,399	2.57	12,367	5.01	68,574	27.80	8,636	3.50	246,700
Atlantic and Pacific Railroad Company.	37,907	23.12	†	†	13,176	8.04			5,558	35.91	§	§	163,905
San Fran. and North Pacific R. R. Co.													
Carson and Colorado Railroad Co.†													
North Pacific Coast Railway Co.	25,251	28.17	30,196	33.04					27,838	30.46			91,359
Pacific Coast Railway Company.	2,754	4.91	7,986	14.24					9,490	16.98			56,062
Los Angeles and Pacific Railway Co.													
Nevada and California Railroad Co.	163	2.20	2,476	33.60	237	3.20	115	1.60	1,096	14.90	94	1.30	7,372
Nevada County Narrow Gauge													
National City and Otay Railway Co.													
Eel River and Eureka Railroad Co.			9,793										14,714
Colusa and Lake Railroad Co.													9,060
Aracata and Mad River Railroad Co.					232		180		2,221				5,954
Visalia Railroad Company			1,392		307		127		5,928		900		14,669
Yreka Railroad Company													
Visalia and Tulare Railroad Company†													1,483
San Diego, Cuyamaca, and Eastern Railway Company	175		2,160		90		35		5,175				27,295
Totals													

* Reported by Southern Pacific Company.

† Reported by Lessee in Nevada.

‡ Included in wood statement.

§ Included in merchandise statement.

|| Total tonnage reported only.

TABLE No. 4.
SHOWING CONSUMPTION OF FUEL, AND COST IN 1890.

COMPANIES.	Coal—Tons.	Cost per Ton.	Wood—Cords.	Cost per Cord.	Total Fuel Consumed, in Tons.	Total Cost of Fuel.	Average Pounds Consumed per Mile.
Southern Pacific Company.....	542,010	\$6 18	141,655	\$4 70	612,837	\$4,072,661 44	62.20
Central Pacific Railroad Company*.....	-----	-----	-----	-----	-----	-----	-----
Southern Pacific Railroad of California*.....	-----	-----	-----	-----	-----	-----	-----
California Pacific Railroad Company*.....	-----	-----	-----	-----	-----	-----	-----
Northern Railway Company*.....	-----	-----	-----	-----	-----	-----	-----
South Pacific Coast Railway Company*.....	-----	-----	-----	-----	-----	-----	-----
Northern California Railroad Company.....	42,677	7 80	762	4 70	43,185	315,850 36	53.00
Southern California Railroad Company.....	43,492	1 00	104	1 00	43,544	68,250 74	-----
Atlantic and Pacific Railroad Company.....	5,508	8 00	6,466	4 00	8,741	68,010 73	50.04
San Francisco and North Pacific Railroad Co.	-----	-----	-----	-----	-----	-----	-----
Carson and Colorado Railroad Company†.....	1,312	-----	6,692	-----	4,668	-----	31.36
North Pacific Coast Railway Company.....	-----	-----	187,288	5 58	93,644	10,888 48	49.00
Pacific Coast Railway Company.....	-----	-----	-----	-----	-----	-----	-----
Los Angeles and Pacific Railway Company.....	-----	-----	-----	-----	-----	-----	-----
Nevada County Narrow Gauge.....	-----	-----	1,985	3 50	992	6,947 50	-----
National City and Otay Railway Company.....	-----	-----	-----	-----	-----	9,773 16	-----
Colusa and Lake Railroad Company†.....	-----	-----	-----	-----	-----	-----	-----
Arcata and Mad River Railroad Company.....	-----	-----	1,501	-----	750	2,802 07	-----
Visalia Railroad Company.....	-----	-----	540	-----	270	2,200 00	-----
Yreka Railroad Company.....	-----	-----	-----	-----	182	-----	-----
Visalia and Tulare Railroad Company.....	-----	-----	365	-----	-----	-----	-----
Redondo Railway Company.....	421	10 00	-----	-----	421	5 638 23	33.00
San Diego, Cuyamaca, and Eastern Railway Co.	1,070	9 50	-----	-----	1,070	10,168 43	-----
Nevada and California Railway Company.....	80	8 37	1,488	3 50	825	3,026 45	25.60
Eel River and Eureka Railroad Company.....	-----	-----	2,142	4 00	1,071	8,563 00	-----
Totals.....	636,570	-----	350,988	-----	812,200	\$4,584,785 64	-----

* Reported by Southern Pacific Company, lessee.

† Reported by lessee in Nevada.

‡ Not reported.

TABLE No. 5.
STATEMENT OF WAGES RECEIVED BY RAILROAD EMPLOYÉS.

COMPANIES.	General Office Clerks.	Station Agents.	Engi- neers.	Firemen.	Con- ductors.	Brake- men.	Machin- ists.	Car- penters.	Section Men.	Telegraph Operators.	Laborers.
Southern Pacific Company	\$3 73	{ \$2 61 } { 2 55 }	\$4 35	\$2 57	\$3 92	\$2 90	\$3 60	\$3 19	\$1 54	\$3 03	\$2 85
Central Pacific Railroad Company*											
Southern Pacific R. R. Co. of Cal.*											
California Pacific Railroad Co.*											
Northern Railway Company*											
South Pacific Coast Railway Co.*											
Northern California Railway Co.	2 70	1 54	4 50	2 57	3 63	2 84	2 53	2 78	1 73	2 61	2 09
Southern California Railway Co.	3 09	2 50	4 47	2 32	3 21	2 06	3 22	2 79	96	2 39	2 49
Atlantic and Pacific Railroad Co.	2 36	2 09	3 35	1 90	2 94	2 18	2 41	2 99	1 83	2 67	2 90
S. F. and North Pacific R. R. Co.											
Carson and Colorado Railroad Co.†											
North Pacific Coast Railway Co.	2 07	1 91	3 80	2 23	2 84	1 65	3 45	3 59	1 48	3 28	2 83
Pacific Coast Railway Co.	1 16	2 05	3 61	1 42	2 08	1 57	3 28	3 87	1 67	1 42	1 03
Los Angeles and Pacific Railway Co.											
Nevada and California R. R. Co.	3 03	3 00	2 98	1 99	3 32			3 18	1 78		
Eel River and Eureka R. R. Co.	2 00	2 16	2 50	1 16	2 50	1 16	3 50	3 50	2 25	2 00	2 00
Nevada County Narrow Gauge.		3 16	3 87	2 50	3 58	2 20	3 75	4 00	2 00	2 50	2 50
National City and Otay Railway Co.	4 00	1 50	3 50	2 25	2 75	2 15	2 75	3 00	1 75	1 75	1 75
Colusa and Lake Railway Co.	50	1 40	5 50	2 00	2 16	2 00	2 40		1 25		1 25
Arcata and Mad River Railroad Co.	2 60	5 33	2 66	2 00	2 66	2 00		3 85	2 80		2 40
Visalia Railroad Company		3 29	3 61		1 97	1 97			2 50		2 00
Yreka Railroad Company											
Visalia and Tulare Railroad Co.			3 33	2 33	2 50				2 50		2 00
Redondo Railway Company	4 38	2 66	3 00	2 16	2 50	2 00	3 58	3 00	1 75	2 66	2 16
San Diego, Cuyamaca, and Eastern Railway Company	3 00	2 50	3 50	2 25	2 50	2 00	3 50	3 50	2 00	2 50	2 00

* Reported by Southern Pacific Company, lessee.

† Reported by lessee in Nevada.

TABLE No. 6.
STATEMENT OF EQUIPMENT AND NUMBER OF EMPLOYÉS—1890.

COMPANIES.	Number of Employés.	Number of Locomotives Operated.	Number of Passenger Cars Operated.	Number of Freight Cars Operated (Box).	Number of Freight Cars Operated (Platform and Fruit).	Number of Work Cars, etc., Operated.	Number of Stations in California.
Southern Pacific Company	14,521	721	981	8,533	5,908	340	929
Central Pacific Railroad Company*							
Southern Pacific Railroad Co. of California*							
California Pacific Railroad Company*							
Northern Railway Company*							
South Pacific Coast Railway Company*							
Northern California Railway Company	1,228	21	20	40	129	128	131
Atlantic and Pacific Railroad Company	631	¶	20	403	570	71	26
San Francisco and North Pacific Railroad Co.	431		53	103	288	81	58
Carson and Colorado Railroad Company†							5
North Pacific Coast Railway Company	355	10	80	30	206	2	55
Pacific Coast Railway Company	89	5	9	158	32	15	21
Los Angeles and Pacific Railway Company¶							
Nevada and California Railroad Company	36	4	4	9	21	18	2
Eel River and Eureka Railroad Company	65	3	10	28	+115	1	9
Nevada County Narrow Gauge	54	3	4	20	29		9
National City and Otay Railway Company	40	6	10	4	31		18
Colusa and Lake Railroad Company	22	2	5	4	20		¶
Arcata and Mad River Railroad Company	35	4	4	2	163	16	1
Visalia Railroad Company	12	3	2				1
Visalia and Tulare Railroad Company	8	2	3				2
Redondo Railway Company	49	8	14	12	17	1	10
San Diego, Cuyamaca, and Eastern Railway Co.	27	1	5	6	128		4
Totals	17,603	806	1,124	9,352	7,617	673	1,281

* Reported by Southern Pacific Company, lessee.

¶ Not reported.

† Reported by lessee in Nevada.

‡ Leased.

§ Leased, 20; owned, 8.

TABLE No. 7.

CASUALTIES AND CAUSES OF SAME FOR 1890, IN CALIFORNIA.

CAUSES.	Killed in 1888.	Injured in 1888.	Killed in 1889.	Injured in 1889.	Killed in 1890.	Injured in 1890.	Total for 1890.
Collisions	13	108	2	34	16	42	58
Derailments	6	30	4	35	2	30	32
Coupling cars	7	189	3	111	2	141	145
Grade crossings	8	16	6	17	6	23	29
Other causes	141	496	93	447	96	497	593
Totals	175	839	108	644	122	733	855

Classified as follows for 1890:

	Killed.	Injured.	Total for 1890.
Passengers	18	118	136
Employés	49	470	519
Other persons	55	145	200
Totals	122	733	855

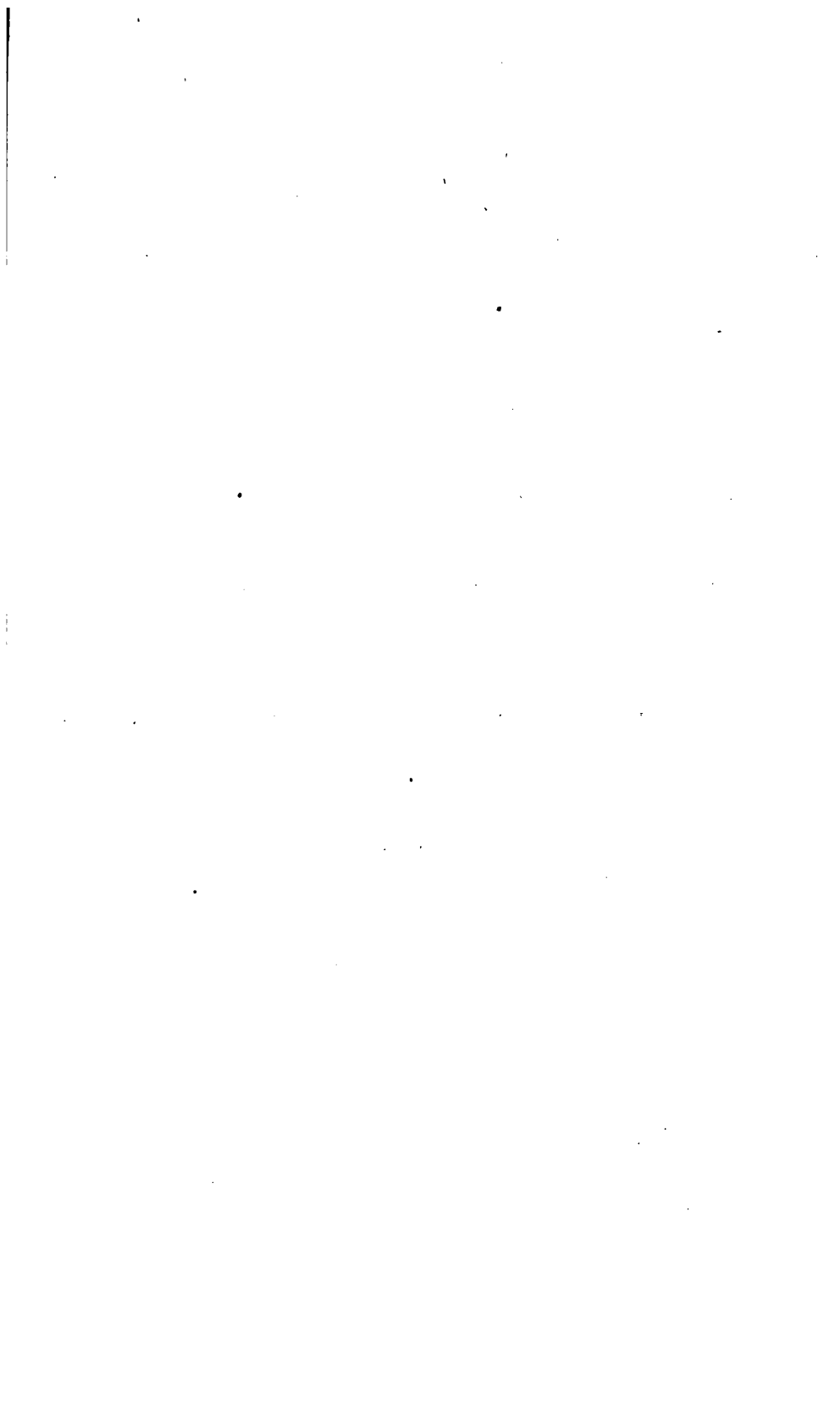
TABLE No 8.

BRIDGES AND TUNNELS, 1890.

COMPANIES.	BRIDGES.			TRESTLES.		TUNNELS.	
	Iron.....	Wooden.....	Combination.....	Length.....	Number.....	Length.....	Number.....
Southern Pacific Company	33	186	3	270,813	—	45,529	68
Southern California Railway Co.	2	569	—	4,650	22	—	—
Atlantic and Pacific Railroad Co.	—	627	—	23,690	—	—	—
San Francisco and North Pacific R.R.	2	10	1	36,989	—	8,985	9
Carson and Colorado Railroad Co.	—	—	—	—	—	238	—
North Pacific Coast Railway Co.	—	12	1	—	—	9,321	5
Pacific Coast Railway Company	—	2	1	4,300	—	—	—
Los Angeles and Pacific Railway Co.* ..	—	—	—	—	—	—	—
Nevada and California Railroad Co.	—	—	—	772	—	—	—
Eel River and Eureka Railroad Co.	—	1	1	4,514	—	1,945	1
Nevada County Narrow Gauge	—	1	1	1,975	—	790	2
National City and Otay Railway Co.	—	29	1	—	—	—	—
Colusa and Lake Railroad Company	—	2	—	2,690	2	—	—
Arcata and Mad River Railroad Co.	—	—	1	3,550	17	—	—
Visalia Railroad Company	—	2	—	—	—	—	—
Visalia and Tulare Railroad Co.	—	2	—	150	—	—	—
Redondo Railway Company	—	—	—	25	1	—	—
San Diego, Cuyamaca, and Eastern Railway Company	—	30	—	1,670	—	—	—

* Not reported.

REPORTS OF RAILROAD COMPANIES
TO THE
BOARD OF RAILROAD COMMISSIONERS,
FOR THE
YEAR ENDING DECEMBER 31, 1890.



REPORTS OF RAILROAD COMPANIES.

SOUTHERN PACIFIC COMPANY.

HISTORY.

1. Name of common carrier making this report: Southern Pacific Company.
2. Date of organization: March 17, 1884.
3. Under laws of what Government, State, or Territory organized: Chartered by Act of the State of Kentucky, Chapter 403, approved March 17, 1884; amended Chapter 601, approved March 21, 1888.

4. The Southern Pacific Company's lines are, for purposes of operation, divided into two systems, known as the Atlantic System and the Pacific System.

Atlantic System Lines.—These lines include railroads in the States of Texas and Louisiana, and steamship lines running from New Orleans to Havana, New York, and other points.

Pacific System Lines.—The lines of the Pacific System include the railroads, together with bay and river steamers operated in connection therewith, west of El Paso, Texas, and Ogden, Utah. The lines comprising this system, which includes also the Coast Division, are as follows:

- California Pacific Railroad.
- Central Pacific Railroad and branches.
- Northern Railway.
- Northern California Railway.
- Oregon and California Railroad.
- Oregonian Railroad.
- Southern Pacific Railroad of California (Coast Division and Southern Division).
- Southern Pacific Railroad of Arizona.
- Southern Pacific Railroad of New Mexico.
- South Pacific Coast Railway (narrow gauge).

The tables in this report exhibiting simply the results of operations, *i. e.*, earnings, operating expenses, and train and traffic statistics, include only the Pacific System, as this embraces all the lines within the State of California. All other tables affecting the Southern Pacific Company, as a corporation, include the results for the operations of both Atlantic and Pacific Systems.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
C. P. Huntington	23 Broad Street, New York	April 8, 1891.
Leland Stanford	San Francisco	April 8, 1891.
Charles F. Crocker	San Francisco	April 8, 1891.
Thos. E. Stillman	23 Broad Street, New York	April 8, 1891.
Thos. H. Hubbard	23 Broad Street, New York	April 8, 1891.
A. N. Towne	San Francisco	April 8, 1891.
J. C. Stubbs	San Francisco	April 8, 1891.
E. H. Miller, Jr.	San Francisco	April 8, 1891.
S. T. Gage	San Francisco	April 8, 1891.
W. V. Huntington	San Francisco	April 8, 1891.
W. E. Brown	San Francisco	April 8, 1891.

Number of stockholders at date of last election: 109.

Last meeting of stockholders for election of Directors: April 9, 1890.

Post Office address of general office: Fourth and Townsend Streets, San Francisco, and 23 Broad Street, New York.

Post Office address of operating office: Fourth and Townsend Streets, San Francisco.

OFFICERS.

Title.	Name.	Location of Office.
<i>Executive Committee</i>	{ Leland Stanford, Chairman	San Francisco.
	{ C. P. Huntington	New York.
	{ Charles F. Crocker	San Francisco.
<i>General Officers.</i>	{ Thomas H. Hubbard	New York.
President	C. P. Huntington	New York.
Vice-President	Charles F. Crocker	San Francisco.
Second Vice-President	A. N. Towne	San Francisco.
Third Vice-President	J. C. Stubbs	San Francisco.
Acting Vice-President	J. E. Gates	New York.
Secretary and Controller	G. L. Lansing	San Francisco.
Treasurer	Timothy Hopkins	San Francisco.
Assistant Treasurer	N. T. Smith	San Francisco.
Assistant Secretary	C. T. Krebs	Louisville, Ky.
Registrar of Stock	Union Trust Company	New York.
Transfer Agent	George Watkins	New York.
<i>Officials Pacific System.</i>		
General Manager	A. N. Towne	San Francisco.
General Superintendent	J. A. Fillmore	San Francisco.
Assistant General Superintendent	R. H. Pratt	San Francisco.
Assistant to General Manager and Engineer Maintenance of Way	W. G. Curtis	San Francisco.
Manager Lines in Oregon	Richard Koehler	Portland, Or.
Chief Engineer	William Hood	San Francisco.
Superintendent of Telegraph	F. L. Vandenberg	San Francisco.
Superintendent Coast Division	A. C. Bassett	San Francisco.
General Traffic Manager	Richard Gray	San Francisco.
Assistant General Traffic Manager	E. Hawley	New York.
General Freight Agent	C. F. Smurr	San Francisco.
General Passenger Agent	T. H. Goodman	San Francisco.
General Baggage Agent	C. L. Crabtree	San Francisco.
General Auditor Agent	E. C. Wright	San Francisco.
Cashier	H. A. Cummings	San Francisco.
Purchasing Agent	R. Stevenson	San Francisco.
General Solicitor	Creed Haymond	San Francisco.

MILES OF ROAD OPERATED UNDER LEASE, DECEMBER 31, 1890—*Pacific System.*

Name of Road.	Miles.	Total Miles.
CALIFORNIA PACIFIC RAILROAD—		
Vallejo Junction to Vallejo (ferry)	2.00	
Vallejo to Sacramento	60.39	
Davis to Knight's Landing	18.57	
Napa Junction to Calistoga	34.48	
CENTRAL PACIFIC RAILROAD—		115.44
San Francisco to Ogden	885.23	
Niles to San José	17.54	
Roseville to Oregon State line	296.50	
Lathrop to Goshen	146.08	
Oakland local lines (second track, 8.77)	4.84	
Alameda local lines (second track, 8.95)	12.09	
NORTHERN RAILWAY—		1,360.28
Port Costa to Suisun	17.33	
Woodland to Tehama	100.74	
Galt to Ione	27.20	
West Oakland to Delaware Street	4.15	
West Oakland to Berryman's (first track)	5.38	
West Oakland to Berryman's (second track, 1.54)		
West Oakland to near Martinez (first track)	31.05	
West Oakland to Port Costa (second track, 26.74)		
Napa Junction to Santa Rosa	36.70	
Willows to Fruto	17.10	
Sacramento to Placerville	59.50	
Elmira to Rumsey	51.05	
Woodbridge to Valley Springs (narrow gauge)	29.50	
Woodbridge to Bracks (narrow gauge)	10.70	
		390.38

MILES OF ROAD OPERATED—Continued.

Name of Road.	Miles.	Total Miles.
NORTHERN CALIFORNIA RAILWAY—		
Marysville to Oroville (operated from June 1, 1889)		25.90
OREGON AND CALIFORNIA RAILROAD—		
Portland to California State line, including ferries at Portland ..	366.80	
Portland to Corvallis	96.50	
Albany Junction to Lebanon	11.50	
Woodburn to Coburg	79.80	
OREGONIAN RAILROAD, (NARROW GAUGE)—		554.60
Dundee to Airlie	59.50	
Sheridan Junction to Sheridan	7.00	
SOUTHERN PACIFIC RAILROAD OF CALIFORNIA—Coast Division—		57.50
San Francisco to Tres Pinos	100.50	
Carnadero to Santa Margarita	163.10	
Castroville Junction to Lake Majella	19.52	
Pajaro to Santa Cruz	21.20	
Aptos to Monte Vista	7.00	
Hillsdale to Almaden	7.80	
Extension of Monte Vista line .....	.44	
Total Coast Division	309.56	
Southern Division—		
Alcalde to Yuma, Arizona Territory	549.72	
Florence to Santa Ana	27.60	
Los Angeles to Santa Monica	16.83	
Los Angeles to San Pedro	23.68	
Thenard to Long Beach	3.80	
Studebaker to Whittier	5.90	
Miraflores to Tustin	10.80	
Near Martinez to Los Baños	104.61	
Berenda to Raymond	21.00	
Saugus to Elwood	91.50	
Fresno to Porterville	69.30	
Stockton to Milton	30.00	
Peters to Oakdale	19.00	
Porterville to Poso	34.96	
Change in line (Los Angeles to Yuma)	1.41	
Total Southern Division	1,010.11	1,319.67
SOUTHERN PACIFIC RAILROAD OF ARIZONA—		
Yuma, Arizona, to New Mexico State line		384.74
SOUTHERN PACIFIC RAILROAD OF NEW MEXICO—		
Arizona line to El Paso		171.06
SOUTH PACIFIC COAST RAILWAY (NARROW GAUGE)—		
San Francisco to Santa Cruz	80.60	
San Francisco to Santa Cruz (second track, 7.17)		
Alameda Point to Oakland, Fourteenth Street	1.80	
Alameda Point to Oakland, Fourteenth Street (second track, 1.79) ..		
Newark to Centreville	3.00	
Campbells to New Almaden	9.60	
Felton to Boulder Creek	7.30	
Junction of South Big Trees to Old Felton	1.70	
		104.00
Total Pacific System lines, December 31, 1890		4,483.57
Average for the year 1890		4,311.10

In addition to the railroad, there are also operated steamers on Sacramento and Feather Rivers, and ferry and transfer steamers on bay of San Francisco and tributaries.

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Dividends Declared During Year.
Capital stock—Common	\$100 00	\$150,000,000 00	\$116,074,890 00	None.
Manner of Payment for Capital Stock.			Number of Shares.	Total Cash Realized.
Issued for cash			10,000 0	\$1,000,000 00
Issued for stock of leased railway companies			1,150,748.9	115,074,890 00
Totals			1,160,748.9	\$116,074,890 00

FUNDED DEBT.

(This company has no funded debt. The funded debt of lines operated is reported by lessor companies.)

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1890.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Loans and bills payable.....	\$490,896 44	Cash	\$353,446 49
Audited vouchers and accounts	1,958,013 74	Bills receivable	5,012 48
Wages and salaries.....	2,462,359 68	Due from agents.....	320,229 81
Net traffic balances due to other companies	133,788 16	Due from solvent companies and individuals.....	1,541,543 27
Matured interest coupons unpaid (including coupons due January first).....	2,457,238 60	Unadjusted accounts.....	427,281 22
Accrued interest on unmet coupons and notes.....	1,074,192 16	Due from United States Government for transportation of mails, supplies, etc.....	2,393,357 64
Net balance proprietary and affiliated companies	384,230 43	Balance—floating debt.....	3,619,848 30
Total	\$8,960,719 21	Total	\$8,960,719 21

Amount of interest and discount paid during year upon floating debt and current liabilities, \$315,021 89.

STOCKS OWNED.

Name.	Total Par Value.	Rate.	Dividend.
Southern Pacific Railroad of California	\$80,481,550 00	-----	None.
Southern Pacific Railroad of Arizona	19,992,600 00	-----	None.
Southern Pacific Railroad of New Mexico	6,886,800 00	-----	None.
South Pacific Coast Railway Company	5,998,000 00	-----	None.
Northern Railway Company	12,696,700 00	-----	None.
Northern California Railway Company	1,277,500 00	-----	None.
Morgan's Louisiana and Texas Railroad and Steamship Company	4,994,000 00	20 per ct.	\$186,260 00
Louisiana Western Railroad Company	3,810,000 00	-----	None.
Texas and New Orleans Railroad Company of 1874	4,997,500 00	-----	None.
Galveston, Harrisburg, and San Antonio Railway Company	26,506,800 00	-----	None.
New York, Texas, and Mexican Railway Company	608,000 00	-----	None.
Mexican International Railroad Company	4,172,100 00	-----	None.
Union Compress and Warehouse Company	16,000 00	5 per ct.	\$800 00
Louisiana Sugar Exchange, of New Orleans	250 00	6 per ct.	960 00
Chamber of Commerce and Industry, of Louisiana	100 00	-----	None.
New Orleans Board of Trade	100 00	-----	None.
Miscellaneous stocks	85,800 00	-----	None.
	\$152,018,300 00	-----	\$188,020 00

Cost of above stocks to company, \$115,723,815.

MISCELLANEOUS INCOME.

Items.	Gross Income.	Less Expense.	Net Miscellaneous Income.
Roads in Oregon operated from December 5, 1890	\$7,552 36	\$7,146 85	\$405 51
Transportation lines in Louisiana and Texas	131,684 25	128,933 67	2,730 58
Rental of property owned	2,400 00	-----	2,400 00
Final settlement, account Cuero bridge	90 90	-----	90 90
	\$141,707 51	\$136,080 52	\$5,626 99

BONDS OWNED.

Name.	Total Amount Held.	Interest.
Galveston, Harrisburg, and San Antonio Railway Company (Western Division), second mortgage	\$1,110,000 00	None.

Cost of above bonds to company, \$999,000.

INCOME ACCOUNT.

Gross earnings from operation—Pacific System	\$34,857,709 76	
Atlantic System	13,344,285 01	\$48,201,994 77
Less operating expenses—Pacific System	\$21,976,218 34	
Atlantic System	9,031,511 33	31,007,729 67
Income from operation—Pacific System	\$12,881,491 42	
Atlantic System	4,312,773 68	\$17,194,265 10
Dividends on stocks owned	\$188,020 00	
Applicable to prior period	186,260 00	
	\$1,760 00	
Miscellaneous income—less expenses	5,626 99	
Rentals received—Pacific System	448,450 25	
Atlantic System	61,065 38	
Income from other sources		516,902 62
Total income		\$17,711,167 72
Deductions from income:		
Interest and discount on floating debt paid during year..	\$315,021 89	
Taxes—Pacific System	1,008,747 00	
Atlantic System	225,551 43	
Rentals, including surplus earnings and interest on bonds—Pacific System	12,132,113 93	
Atlantic System	3,132,892 91	
Other deductions—Pacific System	836,111 71	
Betterments to lines, payable from income	265,625 63	
Total deductions from income		17,916,064 50
Net deficit		\$204,896 78
Surplus on December 31, 1889	\$2,274,812 44	
Settlement in 1890, for operations of prior periods	337,844 97	
		2,612,157 41
Surplus December 31, 1890		\$2,407,260 63

Dr.		GENERAL BALANCE SHEET.		Cr.	
Bonds of other companies owned	\$999,000 00	Capital stock	\$116,074,890 00		
Stocks of other companies owned	115,723,815 00	Floating debt	3,619,848 30		
Other permanent investments	120,346 93	Profit and loss	2,407,260 63		
Other assets:					
Materials and supplies—					
Pacific Sys. \$4,183,925 66					
Atlantic Sys. 1,074,911 34					
	5,258,837 00				
	\$122,101,998 93				\$122,101,998 93

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.	Appropriation of Resources.
Net income from operation...\$17,194,285 10	Interest paid .....\$315,021 89
Net income from other rail- road sources 512,742 62	Taxes 1,284,298 43
Net income from other prop- erties 4,160 00	Rentals 15,265,006 84
Net amount realized from stock issued 4,190,850 00	Reduction of floating debt... 849,876 50
Net amount from sales of se- curities, etc. 657 74	Permanent improvements, payable from income..... 265,625 63
Net amount decrease of other assets 786,460 57	Securities purchased 4,191,040 00
Receipts from other sources.. 387,844 97	Other properties purchased.. 20,000 00
	Net loss on other properties.. 200,000 00
	Other expenditures 836,111 71
\$22,976,981 00	\$22,976,981 00

EARNINGS FROM OPERATION—*Pacific System.*

Item.	Total Receipts.	Deductions, etc.	Actual Earn- ings.
Passenger revenue.....	\$10,587,433 99		
Less repayments, tickets redeemed.....		\$39,757 58	
Excess fares refunded.....		22,245 31	
Other repayments.....		84,163 26	
Total deductions.....		*\$96,266 15	
Total passenger revenue.....			\$10,491,167 84
Mail.....			884,632 22
Express.....			428,891 85
Extra baggage and storage.....			123,521 52
Other items.....			581,471 17
Total passenger earnings.....			\$12,459,684 60
Freight revenue.....	\$21,519,186 05		
Less repayments, overcharged to shippers.....		\$294,840 92	
Other repayments.....		164,767 02	
Total deductions.....		\$459,607 94	
Total freight revenue.....			\$21,059,578 11
Other items.....			4,930 70
Total freight earnings.....			\$21,064,508 81
Total passenger and freight earnings.....			\$33,524,193 41
Other earnings from operations:			
Car mileage—balance.....			\$481,471 51
Telegraph companies.....			103,180 00
Rentals of buildings, tracks, yards, and terminals.....			135,090 00
Other sources.....			418,706 71
			195,068 13
Total other earnings.....			\$1,333,516 35
Total gross earnings from operation.....			\$34,857,709 76

OPERATING EXPENSES—*Pacific System.*

Items.	Total.
Maintenance of way and structures:	
Repairs of roadway	\$2,900,685 00
Renewals of rails	453,843 72
Renewals of ties	480,512 19
Repairs of bridges and culverts	470,152 38
Repairs of fences, road-crossings, signs, and cattle guards	98,065 24
Repairs of buildings	288,604 22
Repairs of docks and wharves	94,489 47
Repairs of telegraph	1,515 25
Other expenses	186,306 97
Repairs of snow sheds	426,356 52
Snow service	410,308 68
Total	\$5,720,789 64
Maintenance of equipment:	
Repairs and renewals of locomotives	\$1,046,938 40
Repairs and renewals of passenger cars	540,651 67
Repairs and renewals of freight cars	982,219 68
Repairs and renewals of ferry-boats, tugs, floats, barges, and river steamers	109,399 85
Shop machinery, tools, etc.	86,231 50
Other expenses	122,731 87
Total	\$2,868,172 97
Conducting transportation:	
Wages of enginemen, firemen, and roundhousemen	\$1,637,187 16
Fuel for locomotives	4,072,661 44
Water supply for locomotives	143,268 68
All other supplies for locomotives	95,447 48
Wages for other trainmen	1,113,132 45
All other train supplies	167,857 95
Wages of switchmen, flagmen, and watchmen	343,273 28
Expense of telegraph, including train dispatchers and operators	395,410 64
Wages of station agents, clerks, and laborers	1,542,896 39
Station supplies	95,638 84
Switching charges—balances	14,703 73
Engine and car mileage—balances	464,370 24
Loss and damage	146,178 80
Injuries to persons	188,436 20
Barges, floats, tugs, ferry-boats, and river steamers, expenses of, including wages, fuel, and supplies	655,734 32
Other expenses	252,413 14
Total	\$11,317,980 64
General expenses:	
Salaries of officers	\$323,993 64
Salaries of clerks	541,161 81
General office expenses and supplies	53,205 64
Commercial agencies, including salaries and rent	152,559 66
Advertising	71,857 07
Commissions	48,348 20
Insurance	38,504 09
Expense of traffic associations	19,940 25
Rents of buildings, tracks, yards, terminal, etc.	229,873 63
Legal expenses	279,115 97
Stationery and printing	87,505 89
Other general expenses	223,209 24
Total	\$2,069,275 09
Recapitulation of expenses:	
Maintenance of way and structures	\$5,720,789 64
Maintenance of equipment	2,868,172 97
Conducting transportation	11,317,980 64
General expenses	2,069,275 09
Grand total	\$21,976,218 34
Percentage of operating expenses to earnings	63.05

RENTALS PAID.

Items.	Interest on Bonds Guaranteed.	Cash.	Total.
Rents paid for leased roads:			
<i>Pacific System.</i>			
Southern Pacific Railroad of California.....	\$2,550,942 99	\$1,082,399 14	\$3,633,342 13
Southern Pacific Railroad of Arizona.....	600,000 00	245,999 81	845,999 81
Southern Pacific Railroad of New Mexico.....	250,800 00	147,599 88	398,399 88
South Pacific Coast Railway.....	220,000 00	3,600 00	220,000 00
Northern Railway.....	548,657 50	485,629 76	1,037,887 26
Northern California Railway.....	19,208 33	-----	19,208 33
Central Pacific Railroad.....	3,414,442 70	1,260,000 00	4,774,442 70
Oregon and California Railroad.....	708,150 00	257,429 71	448,720 29
California Pacific Railroad.....	-----	600,000 00	600,000 00
Union Pacific Railway.....	-----	20,000 00	20,000 00
Galveston, Harrisburg, and San Antonio Railway.....	-----	5,661 38	5,661 38
Total Pacific System.....	\$8,312,201 52	\$3,691,460 26	\$12,003,661 78
<i>Atlantic System.</i>			
Morgan's Louisiana and Texas Railroad and Steamship Co.....	\$452,088 27	\$565,799 55	\$1,017,887 82
Louisiana Western Railroad.....	134,400 00	172,199 86	306,599 86
Galveston, Harrisburg, and San Antonio Railway.....	1,026,260 00	200,760 24	825,499 76
Texas and New Orleans Railroad.....	272,940 00	562,865 22	835,805 22
Gulf, Western Texas, and Pacific Railway.....	-----	141,576 63	141,576 63
New York, Texas, and Mexican Railway.....	61,980 00	78,956 48	12,026 48
Texas and Pacific Railway—Alexandria Extension.....	-----	10,620 00	10,620 00
Total Atlantic System.....	\$1,947,618 27	\$895,191 28	\$2,842,809 55
Other rentals paid:			
<i>Pacific System.</i>			
Terminal property at San Francisco, etc.....	-----	\$64,209 80	\$64,209 80
Steamer Herald.....	-----	209 68	209 68
Steamer Amador.....	-----	6,000 00	6,000 00
Willamette River Bridge.....	-----	5,000 00	5,000 00
Colorado River Bridge.....	-----	11,000 00	11,000 00
Rio Grande Bridge.....	-----	11,000 00	11,000 00
Terminal at Portland.....	-----	31,000 00	31,000 00
Office at Portland.....	-----	32 67	32 67
Total Pacific System.....	-----	\$128,452 15	\$128,452 15
<i>Atlantic System.</i>			
Steamships El Paso, El Dorado, El Monte, El Mar, El Sol.....	-----	\$290,083 36	\$290,083 36
Total Pacific System.....	\$8,312,201 52	\$3,819,912 41	\$12,132,113 93
Total Atlantic System.....	1,947,618 27	1,185,274 64	3,132,892 91
Grand total.....	\$10,259,819 79	\$5,005,187 06	\$15,265,006 84

IMPORTANT CHANGES DURING THE YEAR.

New Road Put in Operation.—Lines were opened for business as follows: S. P. R. R. of Cal., Coast Division, June twenty-eighth, extension of Monte Vista line, .44 of a mile; S. P. R. R. of Cal., Southern Division, December twenty-fourth, Porterville to Poso, 34.96 miles; Southern Division and Northern Railway, December thirty-first, changes in line, .76 of a mile.

Leases Taken.—On December fifth, the Oregon and California Railroads purchased the east side of the Oregonian Railroad from Woodburn to Coburg, 79.80 miles, which was included with the lines of that company under lease of July 1, 1887. On December fifth the Oregonian Railroad was acquired by lease, 57.50 miles.

Capital Stock Issued.—\$4,190,850 of stock was issued during the year, for the purpose of acquiring ownership of additional stock of proprietary lines.

On April twenty-fourth this company purchased the steam barge "Acme," and on June twenty-fourth the barge "Oroville," as additional equipment of Marysville steamboat line.

CONTRACTS, AGREEMENTS, ETC.—*Pacific System.*

1. *Express Companies.*—Contracts with Wells, Fargo & Co. provide that the railroad shall transport express matter, and payment shall be made for such service by Wells, Fargo & Co. at agreed rates for the traffic actually transported.

2. *Mails.*—Rates are fixed by the Government. On the Central and Southern Pacific Railroads these rates are subject to the terms of the several Acts of Congress granting aid for the construction of said railroads.

3. *Sleeping, Parlor, or Dining Car Companies.*—Sleeping cars are operated by Pullman Palace Car Company, which company owns an interest in the cars; the net profit or loss from their operation is divided in proportion to the interest owned by each company. Pullman Palace Car Company owns no interest in dining cars, but operates them on account of this company.

4. *Freight or Transportation Companies or Lines.*—

5. *Other Railroad Companies.*—

6. *Steamboat or Steamship Companies.*—

} These contracts principally concern interstate transportation.

7. *Telegraph Companies.*—Telegraph lines are operated jointly by Western Union Telegraph Company and this company, under several contracts entered into by the several leased railroads.

8. *Other Contracts.*—The Central Pacific Railroad, the Southern Pacific Railroad, and the Oregon and California Railroad, each received aid in its construction from the United States, and is subject, by the Act granting such aid, to certain restrictions and conditions regarding the transportation of freights, passengers, and mails.

These Acts of Congress constitute contracts between the railroads and the United States.

EMPLOYÉS AND SALARIES.—*Pacific System.*

Class.	Number.	Total Yearly Compensation.	Daily Compensation.
General officers	73	\$323,993 64	\$14 18
General office clerks	463	541,161 81	3 73
Station agents (including agents also acting as telegraph operators)	469	388,027 25	2 61
Other station men	1,687	1,807,709 14	2 55
Enginemen	609	910,248 33	4 35
Firemen	643	517,971 33	2 57
Conductors	336	412,598 73	3 92
Other trainmen	771	700,533 72	2 90
Machinists	329	370,875 12	3 60
Carpenters	661	655,270 32	3 17
Other shopmen	2,130	1,739,959 49	2 61
Section foremen	565	475,453 28	2 69
Other trackmen	3,923	1,885,268 16	1 54
Switchmen, flagmen, and watchmen	397	343,273 28	2 76
Telegraph operators and dispatchers (excluding agents also acting as operators)	261	247,140 24	3 03
Employés—account floating equipment	329	289,382 16	2 81
All other employés and laborers	865	798,536 17	2 96
Totals	14,521	\$11,902,382 17	.....

The daily compensation is based on three hundred and thirteen days to the year.

PASSENGER, FREIGHT, AND TRAIN MILEAGE—*Pacific System.*

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue.....	16,556,283	
Number of passengers carried one mile.....	487,904,738	
Average distance carried—miles.....	29.47	
Total passenger revenue.....		\$10,491,167 84
Amount received from each passenger.....		6 34
Average receipts per passenger per mile.....		02.15
Passenger earnings per mile of road, average 4,311.10 miles.....		2,433 52
Passenger earnings per train mile.....		1 45
Freight traffic:		
Number of tons carried of freight earning revenue.....	6,292,069	
Number of tons carried one mile.....	1,260,513,061	
Average distance haul of one ton—miles.....	200.33	
Total freight revenue.....		21,064,508 81
Amount received for each ton of freight.....		3 34.8
Average receipts per ton per mile.....		01.67
Freight earnings per mile of road, average 4,311.10 miles.....		4,886 11
Freight earnings per train mile—north or east.....		2 29
Freight earnings per train mile—south or west.....		
Passenger and freight:		
Passenger and freight earnings.....		31,555,676 65
Passenger and freight earnings per mile of road, average 4,311.10 miles.....		7,319 63
Total earnings per mile of road, including mail, express, etc., average 4,311.10 miles.....		8,085 57
Train mileage:		
Miles run by passenger trains.....	7,049,245	
Miles run by freight trains.....	8,678,366	
Miles run by mixed trains.....	708,787	
Total mileage trains earning revenue.....	16,436,398	
Miles run by switching trains.....	2,094,663	
Miles run by construction and other trains.....	1,166,117	
Total train mileage.....	19,697,178	
Mileage of loaded freight cars—south or west.....	113,257,224	
Mileage of empty freight cars—south or west.....	28,689,404	
Average number of freight cars in train.....	15.41	
Average number of loaded cars in train.....	12.30	
Average number of empty cars in train.....	3.11	
Average number of tons of freight in train.....	136.86	
Average number of tons of freight in each loaded car.....	11.13	

FREIGHT TRAFFIC MOVEMENT—(Company's material included)—*Pacific System.*

Commodities.	Tons.	Per Cent.
Products of agriculture:		
Grain	1,086,912	17.27
Flour	93,222	1.58
Other mill products	76,057	1.21
Hay	191,341	3.04
Tobacco	4,837	.08
Cotton	793	.01
Fruit and vegetables	272,307	4.33
Other products	39,495	.63
Products of animals:		
Live stock	217,684	3.46
Dressed meats	12,995	.20
Other packing-house products	3,551	.05
Poultry, game, and fish	17,753	.28
Wool	25,874	.41
Hides and leather	14,603	.23
Other products	9,547	.15
Products of mines:		
Anthracite coal	202,980	3.22
Bituminous coal		
Coke	45,655	.72
Ores	58,661	.93
Stone, sand, and other like articles	196,405	3.12
Base metals, pig or bar	16,246	.23
Other products	44,236	.70
Products of forest:		
Wood	200,122	3.18
Lumber	511,947	8.13
Other products	68,776	1.06
Manufactures:		
Petroleum and other oils	82,784	1.31
Sugar	69,321	1.10
Naval stores	401	.01
Iron, pig and bloom	3,950	.06
Iron and steel rails	10,583	.17
Other castings and machinery	22,059	.35
Bar and sheet metal	52,590	.83
Cement, brick, and lime	164,020	2.60
Agricultural implements	11,492	.18
Wagons, carriages, tools, etc.	28,903	.46
Wines, liquors, and beers	115,312	1.83
Household goods and furniture	17,060	.27
Other products	205,365	3.26
Merchandise	965,304	15.34
Miscellaneous:		
Other commodities not mentioned above	107,383	1.71
Company freight	1,025,493	16.30
Total tonnage	6,292,069	100.00

DESCRIPTION OF EQUIPMENT—*Pacific System.*

	Added During Year.	Total at End of Year.	With Train Brake.	With Automatic Coupler.
Locomotives:				
Passenger	7	731	715	-----
Freight				
Switching				
Totals	7	731	715	-----
Cars in passenger service:				
First class passenger cars	4	506	506	506
Second class passenger cars				
Combination passenger cars				
Emigrant and tourist cars		125	125	125
Dining cars	3	3	3	3
Parlor cars		5	5	5
Sleeping cars		80	80	80
Baggage, express, and postal cars	17	202	202	202
Other cars in passenger service		10	10	10
Totals	24	931	931	931
Cars in freight service:				
Box cars	5	8,533	7,435	-----
Flat cars (December)	499	4,551	3,328	-----
Fruit cars (December)	12	579	579	152
Coal cars (previously reported as flat cars)	526	526	526	-----
Powder cars		3	3	-----
Oil cars		3	3	-----
Other cars (caboose)	6	246	2	2
Totals	26	14,441	11,876	154
Cars in company's service:				
Station cars	1	61	6	-----
Derrick cars and fenders	3	42	37	-----
Water cars	1	82	82	-----
Other road cars	20	155	15	-----
Totals	25	340	140	-----
Total leased	75	15,712	12,947	1,085
Grand total	75	15,712	12,947	1,085

Nearly all are equipped with Westinghouse air brakes, and nearly all with Miller & Fox couplers.

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

MILEAGE OF ROAD OPERATED—*Pacific System.*

Line in Use.	Leased.	Total Mileage.	Acquired During Year.	Iron Rails.	Steel Rails.	Ferry.
Length of single track	4,483.57	4,483.57	173.46	428.04	4,045.84	9.69
Length of second track	44.96	44.96	-----	.89	44.07	-----
Length of yard track, sidings, and spurs	812.36	812.36	30.89	812.36	-----	-----
Aggregate length of all tracks	5,340.89	5,340.89	204.35	1,241.29	4,089.91	9.69
Mileage of line by States and Territories:						
State of California	2,711.79	2,711.79	36.16	302.07	2,400.03	9.69
State of Oregon	612.10	612.10	137.30	125.97	486.13	-----
State of Texas	3.76	3.76	-----	-----	3.76	-----
State of Nevada	448.73	448.73	-----	-----	448.73	-----
Territory of Utah	154.64	154.64	-----	-----	154.64	-----
Territory of Arizona	385.25	385.25	-----	-----	385.25	-----
Territory of New Mexico	167.30	167.30	-----	-----	167.30	-----
	4,483.57	4,483.57	173.46	428.04	4,045.84	9.69

RENEWALS OF RAILS AND TIES.

New rails laid during year, steel, 16,874,723 tons. Average price of rails at distributing point, steel, \$50 per ton.

New ties laid during year, cedar, pine, fir, and redwood, 1,291,869. Average price at distributing point, 40 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES—*Pacific System.*

Locomotives.	Coal— Tons.	Wood— Cords.	Total Fuel Consumed— Tons.*	Miles Run.	Average Pounds Consumed per Mile.
Passenger	163,090	34,720	180,450	7,049,245	51 $\frac{3}{4}$
Freight	312,798	80,138	352,868	8,678,368	81 $\frac{1}{4}$
Switching	37,178	6,035	40,196	2,094,663	38 $\frac{1}{4}$
Construction	12,717	16,893	21,164	1,166,117	36 $\frac{1}{4}$
Mixed	16,225	3,867	18,159	708,787	51 $\frac{1}{4}$
Totals	542,010	141,655	612,837	19,697,178	62 $\frac{3}{4}$
Average cost at distribut- ing point	\$6 18	\$4 70	\$6 55		

* Two cords of wood equivalent to one ton of coal.

ACCIDENTS—*In California.*

Persons.	Number Killed.	Number Injured.	Total.	Kind of Accident.	Number Killed.	Number Injured.	Total.
Passengers	17	106	123	Collisions	15	38	54
Employees	44	408	452	Derailments	2	29	31
Other persons	54	132	186	Coupling cars	2	134	136
				Grade crossings	6	19	25
				Other causes	90	425	515
Totals	115	646	761	Totals	115	646	761

Working Divisions or Branches.	CHARACTERISTICS OF ROAD— <i>Pacific System.</i>									
	Length—Miles			Alignment.			Profile.			
				Number of Curves.	Aggregate Length of Curved Lines—Miles	Length of Straight Track—Miles	Length of Level Track—Miles	Number of Ascending Grades.	Sum of Ascents—Feet	Aggregate Length of Ascending Grades—Miles
Southern Pacific Railroad of California	1,319.67			1,428	274.50	1,045.17	220.62	700	18,056.79	608.77
Southern Pacific Railroad of Arizona	384.74			665	59.56	325.18	47.99	88	6,705.90	241.27
Southern Pacific Railroad of New Mexico	171.06			93	18.34	152.72	46.77	69	1,326.41	49.77
Northern Railway	390.38			520	86.69	302.39	79.10	374	6,205.70	220.70
South Pacific Coast Railway	104.00									
Central Pacific Railroad	1,349.64			1,878	401.11	944.34	223.07	1,597	21,019.63	687.70
Central Pacific Railroad (road leased from Union Pacific Railway from Ogden west)	5.00			1	.07	4.93	.80	3	40.10	3.18
Central Pacific Railroad (trackage leased from Northern Railway from Brighton to Sacramento*)	5.64									
Oregon and California Railroad	554.60									
Oregonian Railroad	57.50									
California Pacific Railroad	115.44			66	14.58	98.86	21.90	119	997.48	50.65
Northern California Railroad	25.90			59	4.29	21.61	5.50	39	277.60	15.90
	4,483.57									

* Grades and alignment included in Northern Railway.

Ferry.....

Aggregate Length of Descending Grades—Miles...

Sum of Descents—Feet

Number of Descending Grades.

Aggregate Length of Ascending Grades—Miles...

Sum of Ascents—Feet

Number of Ascending Grades.

Length of Level Track—Miles

Length of Straight Track—Miles

Aggregate Length of Curved Lines—Miles

Number of Curves.

Length—Miles

Working Divisions or Branches.

Bridges in California: stone, none; iron, 33; wooden, 186; combination, 3.
 Trestles in California: aggregate length, 270,813 feet.
 Tunnels in California: number, 68; maximum length, 6,966 $\frac{1}{2}$ feet; minimum length, 85 feet; aggregate length of all tunnels, 45,529 $\frac{3}{4}$ feet.
 Gauge of track in California: 2,560.90 miles of 4 feet 8 $\frac{1}{2}$ inches; 141.20 miles of 3 feet.
 Telegraph owned by this company, none; operated by this company for train purposes in California, 2,711.79 miles.
 Number of stations on all roads operated by this company in California, 929; number of stations on all roads owned by this company in California, none.

STATE OF CALIFORNIA, }
 City and County of San Francisco. } ss.

Charles F. Crocker, Vice-President of the Southern Pacific Company, and G. L. Lansing, Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

CHARLES F. CROCKER,
 Vice-President.
 G. L. LANSING,
 Secretary.

Subscribed and sworn to before me, this seventh day of July, 1891.

[SEAL]

E. B. RYAN,
 Notary Public.

CALIFORNIA PACIFIC RAILROAD COMPANY.

HISTORY.

1. Name of the common carrier making this report: California Pacific Railroad Company.
2. Date of organization: December 23, 1869.
3. Under the laws of what Government, State, or Territory organized: General railroad laws of State of California, approved May 20, 1861.
4. California Pacific Railroad Company, incorporated January 6, 1865; San Francisco and Marysville Railroad Company, incorporated October 26, 1867; Sacramento and San Francisco Railroad Company, incorporated December 2, 1864; California Pacific Extension Railroad Company, incorporated April 5, 1869; Napa Valley Railroad Company, incorporated March 2, 1864.
5. Date and authority for consolidation: December 23, 1869. General railroad laws of the State of California.
7. Carrier operating the road of this company: Southern Pacific Company.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
R. P. Hammond	San Francisco	April 8, 1891.
N. T. Smith	San Francisco	April 8, 1891.
Geo. Crocker	San Francisco	April 8, 1891.
J. L. Willcut	San Francisco	April 8, 1891.
C. F. Crocker	San Francisco	April 8, 1891.
W. V. Huntington	San Francisco	April 8, 1891.
Timothy Hopkins	San Francisco	April 8, 1891.

Number of stockholders at date of last election: 132.

Last meeting of stockholders for election of Directors: April 9, 1890.

Post Office address of general office: Fourth and Townsend Streets, San Francisco.

Post Office address of operating office: Fourth and Townsend Streets, San Francisco.

OFFICERS.

Title.	Name.	Location of Office.
President	R. P. Hammond	San Francisco.
Vice-President	N. T. Smith	San Francisco.
Secretary	W. V. Huntington	San Francisco.
Treasurer	Timothy Hopkins	San Francisco.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Dividends Declared During Year.
Capital stock	\$100 00	\$12,000,000 00	\$12,000,000 00	None.

Manner of payment for capital stock: Issued for cash, 120,000 shares; total cash realized, \$12,000,000.

FUNDED DEBT.

Class of Bond or Obligation.	Amount of Authorized Issue.	Amount Issued and now Outstanding.
First mortgage—January 1, 1867	\$2,250,000 00	\$2,232,000 00
Second mortgage—August 9, 1871	1,600,000 00	1,600,000 00
Third mortgage, A—July 1, 1906	2,000,000 00	1,998,500 00
Third mortgage, B—July 1, 1895	1,000,000 00	1,000,000 00
Totals	\$6,850,000 00	\$6,830,500 00

Class of Bond or Obligation.	Rate of Interest.	Interest Accrued During Year.	Interest Paid During Year.
First mortgage—January 1, 1867	4½ per cent....	\$100,440 00	\$100,395 00
Second mortgage—August 9, 1871	6 per cent....	96,000 00	88,410 00
Third mortgage, A—July 1, 1906		120,000 00	120,735 00
Third mortgage, B—July 1, 1906	3 per cent....	30,000 00	28,297 50
Totals		\$346,440 00	\$337,837 50

The first mortgage bonds were extended from January 1, 1887, to January 1, 1912, and the interest reduced from 6 per cent to 4½ per cent per annum.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.
First mortgages	Vallejo to Sacramento	60.39
Second mortgages	Napa Junction to Calistoga	34.48
Third mortgages, Series A	Davisville to Knights Landing..	18.64
Third mortgages, Series B		

All equipment mortgaged..

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1890.	Cash Assets Available for Payment of Floating Debt and Current Liabilities.
Matured interest coupons unpaid (including coupons due January 1)	Due from solvent companies and individuals
Miscellaneous	Other cash assets unadjusted
Balance cash assets	
Total	Total

Amount of interest and discount paid during year upon floating debt and current liabilities, \$15,991 68.

RECAPITULATION.

Accounts.	Total Amounts.
Capital stock	\$12,000,000 00
Funded debt	6,830,500 00
Total	\$18,830,500 00

Capital stock and mortgage cover railroad, telegraph line, rolling stock, wharves, etc. The amount per mile of railroad therefore cannot be correctly stated.

PERMANENT IMPROVEMENTS FOR THE YEAR.
(Paid by the Southern Pacific Company, lessee.)

Items.	Expenditures, not Operating Expenses.	Credits Prop- erty and Material Sold.	Differences, etc.
Construction:			
Bridges and trestles	\$11,648 61	\$7,762 22	\$3,886 39
Other superstructure	903 51	12 09	891 42
Buildings, furniture, and fixtures	1,177 12		1,177 12
Sidings and yard extensions	819 65	818 85	80
Other items	17 29		17 29
Total construction	\$14,566 18	\$8,593 16	\$5,973 02

COST OF ROAD AND EQUIPMENT.

Total cost of construction and equipment to December 31, 1889, \$19,537,072 60; credit during year, \$428 57; total cost to December, 1890, \$19,536,644 03.

INCOME ACCOUNT.

Income from leased roads		\$600,000 00
Interest on funded debt	\$2,491 00	
Interest and discount on floating debt	346,440 00	
Taxes	15,991 66	
Total		364,922 66
Net income for the year		\$235,077 34
Surplus on December 31, 1889		651,388 58
Surplus on December 31, 1890		\$886,465 92

Dr.		GENERAL BALANCE SHEET.		Cr.
Cost of road and equipment..	\$19,536,644 03	Capital stock		\$12,000,000 00
Cash items	180,321 89	Funded debt		6,890,500 00
		Profit and loss		886,465 92
Total	\$19,716,965 92	Total		\$19,716,965 92

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from rental	\$600,000 00	Interest on funded debt paid...	\$337,837 50
Net amount realized from bonds issued	500 00	Other interest paid	15,991 66
Exchange of debenture bond	428 57	Reduction of floating debt	208,015 00
		Increase of cash assets	36,593 41
		Other expenditures	2,491 00
Total	\$600,928 57	Total	\$600,928 57

IMPORTANT CHANGES DURING THE YEAR.

By an indenture dated November 6, 1890, means were provided for the extension of the second mortgage bonds, due January 1, 1911, and interest reduced thereon from 6 per cent to 4½ per cent per annum. This extension is now being made.

DESCRIPTION OF ROAD.

The road was opened for public use in the year 1868-69, while in the hands of contractors, who turned the road over to the company in January, 1870. No data is at hand showing the various dates for opening business.

STATE OF CALIFORNIA, }
City and County of San Francisco. } ss.

N. T. Smith, Vice-President of the California Pacific Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

N. T. SMITH.
W. V. HUNTINGTON.

Subscribed and sworn to before me, this eighteenth day of May, 1891.

[SEAL]

E. B. RYAN,
Notary Public.

CENTRAL PACIFIC RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Central Pacific Railroad Company.
2. Date of organization: August 22, 1870.
3. Under laws of what Government, State, or Territory organized: Incorporated under the laws of California and of the United States. California: General railroad laws of 1861, approved May 20, 1861. United States: 12 Stat. 489, 18 Stat. 356, 14 Stat. 239.
4. Central Pacific Railroad Company, consolidated June 23, 1870.
 Central Pacific Railroad Company of California (chartered June 28, 1861; amended October 8, 1864).
 Western Pacific Railroad Company, chartered December 13, 1862. } Western Pacific Railroad Company, consolidated November 2, 1869.
 San Francisco Bay Railroad Company, chartered September 25, 1868. }
 California and Oregon Railroad Company, chartered June 30, 1865. } California and Oregon Railroad Company, consolidated January 16, 1868.
 Marysville Railroad Company, chartered November 29, 1867. }
 Yuba Railroad Company, chartered November 17, 1862. }
 San Francisco, Oakland, and Alameda Railroad Company, consolidated June 29, 1870.
 San Francisco and Alameda Railroad Company, chartered March 25, 1863. } San Francisco and Alameda Railroad Company, consolidated October 15, 1868.
 San Francisco, Alameda, and Stockton Railroad Company, chartered December 8, 1863. }
 San Francisco and Oakland Railroad Company, chartered October 21, 1861.
 San Joaquin Valley Railroad Company, chartered February 5, 1868.
 The above four roads were consolidated August 22, 1870, under the name of the "Central Pacific Railroad Company."
5. Authority: General railroad laws of California. Date: See No. 4.
7. Carrier operating the road of this company: Southern Pacific Company.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Leland Stanford	San Francisco	April 14, 1891.
C. P. Huntington	No. 23 Broad Street, New York	April 14, 1891.
C. F. Crocker	San Francisco	April 14, 1891.
A. N. Towne	San Francisco	April 14, 1891.
Timothy Hopkins	San Francisco	April 14, 1891.
E. H. Miller, Jr.	San Francisco	April 14, 1891.
C. E. Bretherton	London, England	April 14, 1891.

Number of stockholders at date of last election: 1,703.

Last meeting of stockholders for election of Directors: April 8, 1890.

Post Office address of general office: Fourth and Townsend Streets, San Francisco, and 23 Broad Street, New York.

Post Office address of operating office: Fourth and Townsend Streets, San Francisco.

OFFICERS.

Title.	Name.	Location of Office.
President	Leland Stanford	San Francisco.
Vice-President	C. P. Huntington	23 Broad St., New York.
Vice-President	C. F. Crocker	San Francisco.
Vice-President	A. N. Towne	San Francisco.
Secretary	E. H. Miller, Jr.	San Francisco.
Treasurer	Timothy Hopkins	San Francisco.
Assistant Treasurer	H. A. Cummings	San Francisco.
Chief Engineer	William Hood	San Francisco.
General Solicitor	Creed Hammond	San Francisco.
Land Commissioner	W. H. Mills	San Francisco.

Operating officers reported by Southern Pacific Company, lessee.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Rate of Dividend.	Amount.
Capital stock—common—	\$100 00	\$100,000,000 00	\$68,000,000 00	2 per cent.	\$1,345,510 00

Dividends paid are on \$67,275,500 capital stock, \$724,500 being owned by company.

Manner of payment for capital stock: Issued for cash, 680,000 shares; total cash realized, \$68,000,000. There have been so many consolidations that it is impossible now to correctly trace the manner of payment for all the capital stock. It was issued for cash or its equivalent in material, labor, or services.

FUNDED DEBT.

Class of Bond or Obligation.	Amount of Authorized Issue.	Amount Issued and now Outstanding.
C. P. R. R. 1st mortg. A—July 1, 1865; due July 1, 1895..	\$3,000,000 00	\$2,995,000 00
C. P. R. R. 1st mortg. B—July 1, 1866; due July 1, 1896..	1,000,000 00	1,000,000 00
C. P. R. R. 1st mortg. C—July 1, 1866; due July 1, 1896..	1,000,000 00	1,000,000 00
C. P. R. R. 1st mortg. D—July 1, 1866; due July 1, 1896..	1,390,000 00	1,383,000 00
C. P. R. R. 1st mortg. E—Jan. 1, 1867; due Jan. 1, 1897..	4,000,000 00	3,997,000 00
C. P. R. R. 1st mortg. F—Jan. 1, 1868; due Jan. 1, 1898..	4,000,000 00	3,999,000 00
C. P. R. R. 1st mortg. G—Jan. 1, 1868; due Jan. 1, 1898..	4,000,000 00	3,999,000 00
C. P. R. R. 1st mortg. H—Jan. 1, 1868; due Jan. 1, 1898..	4,000,000 00	3,999,000 00
C. P. R. R. 1st mortg. I—Jan. 1, 1868; due Jan. 1, 1898..	3,525,000 00	3,511,000 00
W. P. R. R. bonds, old issue—Dec. 1, '65; due Dec. 1, '95..	-----	*111,000 00
W. P. R. R. 1st mortg. A—July 1, 1869; due July 1, 1899..	1,970,000 00	1,859,000 00
W. P. R. R. 1st mortg. B—July 1, 1869; due July 1, 1899..	765,000 00	765,000 00
Cal. & Oregon, A—Jan. 1, 1868; extended to Jan. 1, 1918	6,000,000 00	5,982,000 00
C. P. (C. & O. Div.), B—Jan. 1, 1872; due Jan 1, 1892....	7,200,000 00	5,858,000 00
San Joaquin Valley bonds—Oct. 1, 1870; due Oct. 1, 1900	608,000 00	6,080,000 00
Land Grant bonds—Oct. 1, '70; estimated to Oct 1, 1900..	10,000,000 00	†4,258,000 00
Fifty-year bonds of 1886—Oct 1, 1886; due Oct. 1, 1936..	16,000,000 00	56,000 00
Fifty-year bonds of 1939—Apr. 1, 1889; due Apr. 1, 1939..	16,000,000 00	†11,000,000 00
S. F. O. & A. R. R. bonds—July 1, 1870; due July 1, 1890..	1,600,000 00	\$
Totals	\$91,430,000 00	\$61,852,000 00

Class of Bond or Obligation.	Rate of Interest.	Interest Accrued During Year.	Interest Paid During Year.
C. P. R. R. first mortgage bonds			
A, B, C, D, E, F, G, H, I	6 per ct., Jan. & July..	†\$1,552,980 00	†\$1,543,860 00
W. P. R. R. bonds, old issue	6 per ct., June & Dec..	6,660 00	6,660 00
W. P. R. R. first mortgage A	6 per ct., Jan. & July..	157,440 00	141,090 00
W. P. R. R. first mortgage B	6 per ct., Jan. & July..	299,400 00	297,650 00
California & Oregon, A	6 per ct., Jan. & July..	351,480 00	350,700 00
C. P. (C. & O. Div.), B	6 per ct., April & Oct..	364,800 00	365,940 00
San Joaquin Valley bonds	6 per ct., April & Oct..	191,745 00	257,460 00
Land Grant bonds	5 per ct., April & Oct..	532,250 00	3,602 13
Fifty-year bonds of 1936	5 per ct., April & Oct..	451,387 50	496,700 00
Fifty-year bonds of 1939	8 per ct., Jan. & July..	5,320 00	10,640 00
S. F. O. & A. R. R. bonds			
Totals		\$3,437,919 63	\$3,474,302 13

*\$111,000 of W. P. R. R. bonds, series A, are held to take up or exchange for those of the old issue outstanding.

† Land Grant bonds maturing October 1, 1890, were extended to October 1, 1900, with interest at 5 per cent per annum, except \$3,000 redeemed.

‡ \$8,000 5 per cent fifty-year bonds were issued in exchange for \$8,000 6 per cent fifty-year bonds redeemed; \$2,628,000 were sold; the \$1,500,000 in hands of land mortgage trustees were returned to the company.

§ The remainder of these bonds were redeemed July 1, 1890, the date of their maturity, from the sinking fund existing for that purpose.

¶ Paid by S. P. Co.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.
C. P. R. R. 1st mortgage bonds, A D.	Sacramento to California State line.....	139.76
C. P. R. R. 1st mortgage bonds, E I.	California State line to 5 miles west of Ogden..	597.74
W. P. R. R. bonds, old issue.....	San José to 100 miles east.....	123.16
W. P. R. R. 1st mortgage bonds, A.	San José to Brighton	
W. P. R. R. 1st mortgage bonds, B.	Niles to Oakland.....	24.00
California and Oregon bonds, A & B.	Roseville to C. & O. State line	296.50
S. F., Oakland, and Alameda bonds.	Oakland and Alameda local lines.....	17.31
San Joaquin Valley bonds.....	Lathrop to Goshen.....	146.08
C. P. R. R. land grant bonds.....	All lands granted by U. S. unsold Oct. 1, 1870.	-----
Fifty-year bonds of 1939.....	All property	-----

• All equipment mortgaged.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1890.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Loans and bills payable.....	\$2,500,000 00	Cash.....	\$257,621 01
Audited vouchers and accounts.....	254,736 29	Bills receivable.....	45,165 84
Sinking funds uninvested.....	1,134,024 05	Due from Southern Pacific Company.....	3,365,037 21
Dividends not called for.....	71,417 00	Due from solvent companies and individuals.....	1,983,021 52
Matured interest coupons un- paid.....	7,610 00	Due from United States over all requirements.....	1,068,161 67
Trustees' land grant mortgage.....	242,447 74		
Balance cash assets.....	2,508,771 67		
Total	\$6,719,006 75	Total	\$6,719,006 75

Amount of interest and discount paid during year upon floating debt and current liabilities is reported by the Southern Pacific Company, lessee.

RECAPITULATION.

Accounts.	Total Amounts.
Capital stock.....	\$68,000,000 00
Funded debt	61,852,000 00
United States bonds.....	27,855,680 00
Total	\$157,707,680 00

Capital stock and mortgages cover railroad, telegraph lines, rolling stock, ferry and river steamers, etc.; also, lands granted by the United States. The amount per mile of road cannot be correctly stated.

PERMANENT IMPROVEMENTS FOR THE YEAR.

(Paid by Southern Pacific Company, lessee.)

Items.	Expenditures, not Operating Expenses.	Credits Prop- erty and Material Sold.	Differences, etc.
Construction:			
Other real estate, station grounds, etc.	\$13,124 20	-----	\$13,124 20
Fences	1,206 49	-----	1,206 49
Bridges and trestles	55,454 09	\$1,128 75	54,325 34
Fuel stations	4,638 89	-----	4,638 89
Snowsheds	2,632 09	760 00	1,872 09
Buildings, furniture, and fixtures	35,860 70	815 41	35,045 29
Road machinery	12,821 90	-----	12,821 90
Wharfing, etc.	1,135 58	-----	1,135 58
Sidings and yard extensions	57,127 89	12,185 83	44,942 06
Other items	13,897 80	-----	13,897 80
Water stations	40,286 55	461 88	39,824 67
Total construction	\$249,365 49	\$16,985 83	\$232,379 66
Equipment:			
Locomotives	-----	\$6,000 00	*\$6,000 00
Passenger cars	\$4,190 60	-----	4,190 60
Freight cars and cabooses	-----	1,250 00	*1,250 00
Other cars of all classes	747 00	-----	747 00
Floating equipment	4,578 45	-----	4,578 45
Total equipment	\$9,516 05	\$7,250 00	\$2,266 05
Grand total construction and equipment (added by lessee)	\$258,881 54	\$24,235 83	\$234,645 71

* Credit.

In addition to the above, the Central Pacific Railroad Company expended for its own account as follows: Real estate, \$2; exchanging Central Pacific 5 per cent for 6 per cent fifty-year bonds (\$8,000), \$1,146 11; three steam snowplows, \$51,724 60; four postal storage cars, \$15,258 77; three dining cars, \$42,220 95; total, \$110,352 43.

COST OF ROAD AND EQUIPMENT.

Total cost of construction and equipment to December 31, 1889, \$168,765,768 16; net additions during year, \$110,352 43; total cost to December 31, 1890, \$168,876,120 59.

STOCKS OWNED.

Name.	Total Par Value.
16,800 shares New York News and Mississippi Valley Company	\$1,680,000 00
826,428 shares first preferred Chesapeake and Ohio Railway Company	82,642 80
84,406 shares Coos Bay Oregon Coal Company	3,449,500 00
1,600 shares Sacramento Transportation Company	160,000 00
233 shares Colfax and Forest Hill Commercial Company	4,660 00
7,245 shares Central Pacific Railroad Company	724,500 00
	\$6,101,302 80

The stock of the Sacramento Transportation Company paid dividends as follows: In 1889, $4\frac{1}{2}$ per cent, amounting to \$7,200; in 1890, $3\frac{1}{2}$ per cent, amounting to \$6,000; total, \$13,200.

BONDS OWNED.

Fractional United States bonds of the value of \$120, bearing 6 per cent interest.

INCOME ACCOUNT.

Income from lease of road.....	\$1,360,000 00	
Sinking fund requirements (paid by Southern Pacific Company, lessee).....	275,000 00	
Interest earned on invested sinking funds.....	385,542 83	
Interest on stocks owned.....	13,200 00	
Surplus on Sinking Fund No. 8 in excess of requirements.....	4,248 73	
United States requirement (paid by Southern Pacific Company, lessee).....	523,960 67	
Land sales during year, and interest on deferred payments.....	251,341 71	
Total income.....		\$2,813,283 94
Sinking fund requirements of company.....	\$660,542 83	
United States requirement.....	523,960 67	
Income applicable to redemption of land bonds.....	251,341 71	
Other expenditures applicable prior to lease of April 1, 1885.....	19,558 21	
Paid in 1890, excess earnings of sinking fund over requirements, 1890, paid by and now returned to lessee.....	4,248 73	
Total.....		1,459,642 15
Net income.....		\$1,353,641 79
Dividends paid, 2 per cent on common stock (February 1 and August 1, 1 per cent each).....	\$1,345,510 00	
Discount on sale of 753 C. P. R. R. 50-year 5 per cent bonds.....	75,300 00	
Commons, paid account extending land grant bonds to October 1, 1900.....	151,300 00	
Total.....		1,572,110 00
Deficit for year 1890.....		\$218,468 21
Surplus, December 31, 1889.....		3,153,765 88
Surplus, December 31, 1890.....		\$2,935,297 67

Dr.		GENERAL BALANCE SHEET.		Cr.	
Cost of road.....	\$168,876,120 59	Capital stock.....	\$68,000,000 00		
Bonds owned.....	120 00	Funded debt.....	61,852,000 00		
Stocks of other companies owned.....	1,556,995 09	United States subsidy bonds.....	27,855,680 00		
Other permanent investments.....	19,791 13	Floating debt (see cash assets).....			
Sinking funds of company.....	11,072,785 54	Income:			
United States requirements, paid in full.....	11,491,133 24	For redemption of land bonds.....	9,551,487 09		
Cash items.....	2,508,771 67	For sinking funds of company.....	14,907,158 61		
Land contracts; deferred payments on time sales.....	1,067,039 35	For United States requirements.....	11,491,133 24		
		General income.....	2,935,297 67		
	\$196,592,756 61				\$196,592,756 61

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from lease.....	\$1,380,000 00	Interest on funded debt paid.....	} Payable by lessee.
Net income from other prop- erties.....	13,200 00	Other interest paid.....	
Net amount realized from bonds issued.....	1,123,000 00	Taxes.....	
Net amount from sales of lands.....	251,341 71	Rentals.....	
United States requirement— from lease.....	523,950 87	Dividends.....	\$1,345,510 00
Sinking fund requirement— from lease.....	275,000 00	Reduction of funded debt.....	138,000 00
Earnings of sinking funds.....	385,542 83	Sinking fund—company.....	680,542 83
Surplus in sinking funds over requirements.....	4,248 73	Permanent improvements.....	2 00
Sinking Fund No. 8, S. F. O. & A. bonds.....	133,000 00	Equipment.....	109,204 32
Land trustees, to redeem bonds	3,000 00	Increase of cash assets.....	799,080 41
		Increase of other assets.....	98 95
		Expenditures—account prior to lease.....	19,558 21
		United States Government requirements.....	523,950 87
		Applicable to redemption of land bonds.....	251,341 71
		Surplus earnings of sinking funds returned to lessee.....	4,248 73
		Exchanging 6 per cent for 5 per cent bonds.....	1,146 11
		Discount on bonds sold.....	75,000 00
		Commission, account exten- sion land grant bonds.....	151,300 00
	\$4,077,283 94		\$4,077,283 94

IMPORTANT CHANGES DURING THE YEAR.

The outstanding bonds under San Francisco, Oakland, and Alameda Railroad mortgage, amounting to \$133,000, were redeemed during the year 1890, and satisfaction of the mortgage has since been secured.

The trustees of the land grant mortgage returned to the company \$1,500,000 in C. P. R. R. fifty-year 5 per cent bonds, held by them as collateral for cash receipts from land sales. Under date of October 1, 1890, the company issued to said trustees its notes, amounting to \$2,500,000, payable in amounts of \$500,000 annually, commencing October 1, 1891. These notes bear interest at the rate of 4 per cent per annum, and are guaranteed by the Southern Pacific Company.

The land bonds, maturing October 1, 1890, have been extended ten years, with interest at 5 per cent per annum, excepting \$3,000, redeemed.

Of the fifty-year 6 per cent bonds, \$3,000 have been exchanged for \$8,000 fifty-year 5 per cent bonds. There have been sold \$2,628,000 of the fifty-year 5 per cent bonds.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
Eastward—From Sacramento to Newcastle	Nov. 1, 1864.
From Sacramento to Auburn	May 14, 1865.
From Sacramento to Clipper Gap	June 19, 1865.
From Sacramento to Colfax	Sept. 11, 1865.
From Sacramento to Dutch Flat	July 5, 1866.
From Sacramento to Alta	July 11, 1866.
From Sacramento to Cisco	Dec. 3, 1866.
From Sacramento to Truckee	April 3, 1868.
From Sacramento to Reno	June 19, 1868.
From Sacramento to Wadsworth	July 22, 1868.
From Sacramento to Browns	Aug. 21, 1868.
From Sacramento to Oreana	Sept. 20, 1868.
From Sacramento to Winnemucca	Oct. 1, 1868.
From Sacramento to Argenta	Nov. 19, 1868.
From Sacramento to Elko	Jan. 25, 1869.
From Sacramento to Carlin	Mar. 15, 1869.
From Sacramento to Terrace	May 27, 1869.
From Sacramento to Promontory	May 29, 1869.
From Sacramento to Ogden	May 29, 1869.
Westward—From Sacramento to Galt	May 15, 1869.
From Sacramento to Lodi	Aug. 4, 1869.
From Sacramento to Stockton	Aug. 14, 1869.
From Sacramento to San José	Sept. 15, 1869.
From Sacramento to Alameda Wharf	Sept. 8, 1869.
From Sacramento to San Francisco, about	Dec. 1, 1869.
Northward—From Roseville Junction to Lincoln	Oct. 24, 1867.
From Roseville Junction to Wheatland	Oct. 28, 1867.
From Roseville Junction to Yuba	Sept. 19, 1868.
From Roseville Junction to Marysville	June 1, 1869.
From Roseville Junction to Nelson	May 31, 1870.
From Roseville Junction to Chico	July 2, 1870.
From Roseville Junction to Sesma	July 11, 1871.
From Roseville Junction to Tehama	Aug. 28, 1871.
From Roseville Junction to Red Bluff	Dec. 6, 1871.
From Roseville Junction to Redding	Sept. 1, 1872.
From Roseville Junction to Delta	Sept. 1, 1884.
From Roseville Junction to Gibson	June 8, 1886.
From Roseville Junction to Hazel Creek	July 16, 1888.
From Roseville Junction to Dunsmuir	Aug. 23, 1886.
From Roseville Junction to McCloud	Nov. 14, 1886.
From Roseville Junction to Edgewood	Jan. 1, 1887.
From Roseville Junction to Montague	Feb. 8, 1887.
From Roseville Junction to Hornbrook	May 1, 1887.
From Roseville Junction to Coles	June 1, 1887.
From Roseville Junction to California and Oregon State line	Oct. 5, 1887.
Southward—From Lathrop to Modesto	Nov. 8, 1870.
From Lathrop to Merced	Jan. 25, 1872.
From Lathrop to Sycamore	April 1, 1872.
From Lathrop to Fresno	May 28, 1872.
From Lathrop to Goshen	Aug. 1, 1872.

GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

Bonds—Character of.	Interest Payable—By Whom.			Total.
San Francisco County bonds.....	San Francisco County.....			\$400,000 00
San Francisco County bonds.....	San Francisco County.....			250,000 00
Bonds Disposed of.	Amount.	Cash Realized.	Discount.	Interest Accrued.
San Francisco County bonds*.....	\$400,000 00	\$321,752 75	\$78,247 25	\$27,865 00
San Francisco County bonds†.....	250,000 00	175,000 00	75,000 00	.....

*The above four hundred bonds were issued to the Central Pacific Railroad Company as a compromise of a claim of the company against the City and County of San Francisco, but were not a donation.

†The above two hundred and fifty bonds were issued to the Western Pacific Railroad Company under the same circumstances as the four hundred that were issued to the Central Pacific Railroad Company.

The amount received for the sale of these bonds and the interest accrued to the company were credited to construction account.

OTHER AIDS OR GRANTS, FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.

Lands Granted by the United States Government.

To What Railroad Company.	Acres per Mile.	Number of Miles.	Total Number of Acres.	Less Reserved by Government.	Net Total.
Central Pacific Railroad.....	12,800	742.00	9,497,600	1,500,000	7,997,600
Western Pacific Railroad.....	12,800	123.38	1,579,264	1,153,264	426,000
California and Oregon Railroad.....	12,800	291.00	3,724,800	.....	3,774,800
Totals.....	.....	.....	14,801,664	2,653,264	12,148,400

To What Railroad Company.	Estimated Value per Acre.	Total.
Central Pacific Railroad.....	\$2 50	\$19,994,000 00
Western Pacific Railroad.....	2 50	1,065,000 00
California and Oregon Railroad.....	2 50	9,312,000 00
Totals.....	.....	\$30,371,000 00

The Western Pacific Railroad Company had disposed of its lands prior to its consolidation with this company.

On account of conflicting and overlapping grants, adverse claims, desert lands, and lands liable to be lost in consequence of arbitrary restrictions of the Land Department, the quantity of these lands to accrue, and their value, cannot be closely estimated.

The value above stated is derived from an estimate of the acres earned, and to which the company should be entitled under the several Acts of Congress, and applying the rate fixed by the Government for adjoining lands, viz.: \$2 50 per acre.

LANDS OR PROPERTY, INCLUDING RIGHT OF WAY DONATED BY STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, STATING IN DETAIL THE AMOUNT OF LAND GRANTED FOR RIGHT OF WAY, FOR STATIONS, FOR SHOPS, FOR STOREHOUSES, ETC.

Sacramento City donated 20 $\frac{5}{8}$ acres in slough at Sacramento.

Oakland Waterfront Company donated land on Oakland waterfront.

State of California donated one half interest in Mission Bay lands, San Francisco.

No donation of lands or property, other than as specified, has ever been made to this company, except lands for right of way, stations, shops, and storehouses. In most instances the lands for right of way, stations, etc., were procured by the contractors.

APPLICATION OF AMOUNT PLACED IN HANDS OF TRUSTEES FOR REDEMPTION OF BONDS.

	Bonds Redeemed.	Amount.	Cost.	Total Received by Trustees.
To December 31, 1889.....	5,739	\$5,739,000 00	\$5,766,450 85	\$8,208,375 75
During year.....	3	3,000 00	3,000 00	303,522 84
Total	5,742	\$5,742,000 00	\$5,769,450 85	\$8,511,898 59
Cash for sales not placed in hands from Trustees				508,528 52
Total net receipts as above stated				\$9,020,427 11
	Balance on Hand.		Discount or Premium.	
To December 31, 1889	\$2,441,924 90		\$27,450 85	
During year.....	300,522 84		-----	
Total	\$2,742,447 74		\$27,450 85	

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Charles F. Crocker, Second Vice-President of the Central Pacific Railroad Company, and E. H. Miller, Jr., Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

CHAS. F. CROCKER.
E. H. MILLER, JR.

Subscribed and sworn to before me, this twenty-eighth day of May, 1891.

[SEAL]

E. B. RYAN,
Notary Public.

SOUTHERN PACIFIC RAILROAD COMPANY OF CALIFORNIA.

HISTORY.

1. Name of common carrier making this report: Southern Pacific Railroad Company of California.
2. Date of organization: May 14, 1888, under general law.
3. Under laws of what Government, State, or Territory organized: Under general laws of State of California; also Acts of Congress of July 27, 1866, 14 U. S. S., p. 292, and March 3, 1871, 16 U. S. S., p. 573.
4. Charters of each, and all amendments to same:

Name.	Date of Incorporation.
Southern Pacific Railroad Company	Oct. 12, 1870.
Southern Pacific Railroad Company amended	April 15, 1871.
Southern Pacific Branch Railroad Company	Dec. 23, 1872.
The San Francisco and San José Railroad Company	Aug. 18, 1860.
Southern Pacific Railroad Company	Dec. 2, 1865.
Santa Clara and Pajaro Valley Railroad Company	Jan. 2, 1868.
California Southern Railroad Company	Jan. 22, 1870.
Southern Pacific Railroad Company	Dec. 18, 1874.
Southern Pacific Railroad Company	Aug. 19, 1873.
Los Angeles and San Pedro Railroad Company	Feb. 18, 1868.
Southern Pacific Railroad Company	May 14, 1888.
Southern Pacific Railroad Company	Dec. 18, 1874.
San José and Alameda Railroad Company	Mar. 2, 1886.
Pajaro and Santa Cruz Railroad Company	June 3, 1884.
Monterey Railroad Company	Jan. 24, 1880.
Monterey Extension Railroad Company	Jan. 6, 1888.
Southern Pacific Branch Railway Company	April 12, 1886.
San Pablo and Tulare Railroad Company	July 19, 1871.
San Pablo and Tulare Extension Railroad Company	Feb. 7, 1887.
San Ramon Valley Railroad Company	April 25, 1888.
Stockton and Copperopolis Railroad Company	Nov. 17, 1877.
Stockton and Tulare Railroad Company	Dec. 2, 1887.
San Joaquin Valley and Yosemite Railroad Company	Feb. 15, 1886.
Los Angeles and San Diego Railroad Company	Oct. 10, 1876.
Los Angeles and Independence Railroad Company	Jan. 8, 1875.
Long Beach, Whittier, and Los Angeles Railroad Company	Dec. 17, 1887.
Long Beach Railroad Company	Oct. 31, 1887.
Southern Pacific Railroad Extension Company	Feb. 21, 1888.
Ramona and San Bernardino Railroad Company	April 25, 1888.

5. Authority: General laws of the United States and of the State of California. Dates: See No. 4.
6. See No. 4.
7. Carrier operating the road of this company: Southern Pacific Company.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Chas. F. Crocker	San Francisco	April 15, 1891.
Timothy Hopkins	San Francisco	April 15, 1891.
N. T. Smith	San Francisco	April 15, 1891.
J. L. Willcutt	San Francisco	April 15, 1891.
Chas. Mayne	San Francisco	April 15, 1891.
W. V. Huntington	San Francisco	April 15, 1891.
A. N. Towne	San Francisco	April 15, 1891.

Last meeting of stockholders for election of Directors: April 9, 1890.
 Post Office address of general office: P. O. Box 2008, San Francisco, Cal.
 Post Office address of operating office: Southern Pacific Company, P. O. Box 2328, San Francisco, Cal.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Chas. F. Crocker	San Francisco.
President	Chas. F. Crocker	San Francisco.
Vice-President	Timothy Hopkins	San Francisco.
Secretary	J. H. Willcutt	San Francisco.
Treasurer	N. T. Smith	San Francisco.
Chief Engineer	Wm. Hood	San Francisco.
General Solicitor	Creed Haymond	San Francisco.
Land Commissioner	Jerome Madden	San Francisco.
General Agent and Attorney	C. P. Huntington	New York.

Operating officers given by Southern Pacific Company, lessee.

CAPITAL STOCK.

	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock	\$100 00	\$90,000,000 00	\$61,821,900 00
Manner of Payment for Capital Stock.		Number of Shares.	Total Cash Real- ized.
Issued for cash		28,962	*\$2,838,600 00
Issued for construction		575,733	57,573,300 00
Issued in part pay for bonds of old consolidated roads		14,100	1,410,000 00
Totals		618,795	\$61,821,900 00

*\$2,824,200 for 28,242 shares, full paid; \$14,400 for 720 shares, 20 per cent paid.

FUNDED DEBT.

Class of Bond or Obligation.	Amount of Authorized Issue.	Amount Issued and now Out- standing.	Cash Realized on the Amount Outstanding.
S. P. R. R. Co. 30-year 6 per cent bonds: First mortgage, coupon A—April 1, 1875; due April 1, 1905	\$15,000,000 00	\$13,564,500 00	\$13,564,500 00
First mortgage, coupon B—October 1, 1875; due October 1, 1905	5,000,000 00	4,795,000 00	4,795,000 00
First mortgage, coupon C—October 1, 1876; due October 1, 1906	5,000,000 00	4,357,000 00	4,357,000 00
First mortgage, coupon D—October 1, 1876; due October 1, 1906	5,000,000 00	4,252,000 00	4,252,000 00
First mortgage, coupon E—April 1, 1882; due April 1, 1912	5,000,000 00	3,396,000 00	3,396,000 00
First mortgage, coupon F—April 1, 1882; due April 1, 1912	5,000,000 00	2,019,000 00	2,019,000 00
First mortgage, coupon G	6,000,000 00		
Totals	\$46,000,000 00	\$32,383,500 00	\$32,383,500 00
S. P. R. R. Co. first mortgage coupon 50-year 5 per cent bonds—October 1, 1888; due October 1, 1938	\$38,000,000 00	7,861,000 00	\$7,861,000 00
S. P. Br. Ry. Co. first mortgage coupon 50-year 6 per cent bonds—April 1, 1887; due April 1, 1937	9,000,000 00	3,578,000 00	3,578,000 00
Stockton and Copperopolis R. R. Co. first mortgage coupon 30-year 5 per cent bonds—Jan. 1, 1875; due Jan. 1, 1905	500,000 00	500,000 00	500,000 00
Totals	\$93,500,000 00	\$44,322,500 00	\$44,322,500 00

FUNDED DEBT—Continued.

Class of Bond or Obligation.	Rate of Interest.	Interest Accrued During Year.	Interest Paid During Year.
S. P. R. R. Co. 30-year 6 per cent bonds, coupons A, B, C, D, E, F, G.	6 per ct., April & Oct.	\$1,930,847 72	\$1,968,317 72
S. P. R. R. Co. first mortgage coupon 50-year 5 per cent bonds.	5 per ct., April & Oct.	360,050 00	351,200 00
S. P. Br. Ry. Co. first mortgage coupon 50-year 6 per cent bonds	6 per ct., April & Oct.	214,680 00	213,600 00
Stockton and Copperopolis R. R. Co. first mortgage coupon 30-year 5 per cent bonds	5 per ct., Jan. & July	25,000 00	24,787 50
Totals		\$2,560,577 72	\$2,557,905 22

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.
First mortgage Southern Pacific Railroad Company 30-year bonds, 6 per cent.	San Francisco to Tres Pinos	100.49
	Huron to Colorado River, near Fort Yuma	530.44
	Los Angeles to San Pedro	24.65
	Carnadero to San Miguel	125.99
	Mojave to Needles	242.51
	Huron to Alcalde	20.56
	Tres Pinos to Alcalde and branches	108.20
	San Miguel to Lerdo	98.87
	Hillsdale to Almaden	7.71
	Pajaro to Santa Cruz	21.20
	Aptos to New Monte Vista	6.77
	Castroville to Lake Majella	19.55
	Monterey to Pacific Grove and Castroville	16.00
	Martins to Tracy	46.52
	Tracy to Newman	37.31
First mortgage Southern Pacific Railroad Company 50-year 5 per cent bonds.	Newman to Pampa	222.69
	Avon to Pleasanton	35.00
	Oakdale to Poso	200.00
	Branch to Modesto and Merced, and Sycamore to Fresno and Tulare	62.00
	Berenda to Perry's Ranch	25.00
	Los Angeles to San Diego	140.00
	Los Angeles to Santa Monica	16.83
	Los Angeles to Del Monte, etc.	30.00
	Long Beach to Whittier and Raymond	30.00
	Thenard to Long Beach	4.02
First mortgage Southern Pacific Branch Railway Company 50-year 6 per cent bonds.	San Pedro to Point Fermin	5.00
	Ramon to Crafon	71.00
First mortgage Stockton and Copperopolis Railroad Company 30-year 5 per cent bonds.	San Miguel to Saugus	250.00
	Stockton to Milton	25.82
	Peters to Oakdale	18.93

All equipment is mortgaged.

Income mortgaged: To pay first mortgage Southern Pacific Railroad Company thirty-year 6 per cent bonds, a sinking fund of \$100,000 a year, commencing in 1882; also, gross receipts from sales of lands. To pay first mortgage Southern Pacific Railroad Company fifty-year 5 per cent bonds, a sinking fund of \$20,000 a year, commencing in 1898. To pay Southern Pacific Branch Railway Company fifty-year 6 per cent bonds, and first mortgage Stockton and Copperopolis Railroad Company thirty-year 5 per cent bonds, a sinking fund of \$50,000 a year, commencing in 1897.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1890.	Cash Assets Available for Payment of Floating Debt and Current Liabilities.
Audited vouchers and ac- counts.....\$2,449,411 48	Cash.....\$43,316 13
Sinking fund uninvested.....20 00	Bills receivable.....2,500 00
Miscellaneous.....51,546 70	Other cash assets.....48 42
Trustees land mortgage.....383,184 03	Balance—floating debt.....2,838,297 66
Total.....\$2,884,162 21	Total.....\$2,884,162 21

Interest and discount upon floating debt and current liabilities are paid by lessee.

RECAPITULATION.

Accounts.	Total Amounts.	Miles of Road.
Capital stock.....	\$61,821,900 00	1,602.695
Funded debt.....	44,322,500 00	
Floating debt—balance of.....	2,838,297 66	
Totals.....	\$108,982,697 66	1,602.695

As the first mortgage bonds are a lien upon the lands granted by the United States Government, the amount of bonds per mile of road cannot be stated accurately, as the amount is constantly changing.

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures —Operating Expenses.	Expenditures, not Operating Expenses.	Credits Prop- erty and Material Sold.	Differences, etc.
Construction:				
Real estate.....	\$32,175 85			\$32,175 85
Fences.....	4,652 13			4,652 13
Grading and bridge and cul- vert masonry.....	2,722 44			2,722 44
Bridges and trestles.....	21,508 41			21,508 41
Rails.....	364,839 11			364,839 11
Ties.....	22,892 55			22,892 55
Other superstructure.....	13,381 35			13,381 35
Buildings, furniture, and fix- tures.....	25,124 90			25,124 90
Shop machinery and tools.....		\$40 00		*40 00
Engineering expenses.....	27 92			27 92
Sidings and yard extensions ..	22,696 36			22,696 36
Road built by contract.....	2,200,000 00			2,200,000 00
Purchase of constructed road ..	68,802 59			68,802 59
Other items.....	1,653 49			1,653 49
Total construction.....	\$2,780,477 10	\$40 00		\$2,780,437 10
Equipment (heretofore charged, now paid for by contractors):				
9 locomotives.....			\$100,969 61	*\$100,969 61
2 passenger cars.....			8,779 36	*8,779 36
132 freight (box) cars.....			67,689 50	*67,689 50
Total equipment.....			\$177,438 47	*\$177,438 47
Grand total construction and equipment.....	\$2,780,477 10	\$40 00	\$177,438 47	\$2,602,998 63

*Credit.

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

COST OF ROAD AND EQUIPMENT.

Total cost of construction and equipment to December 31, 1889, \$114,615,873 62; net additions during year, \$2,602,998 68; total cost to December 31, 1890, \$117,218,872 25; cost per mile, \$73,138 62. On account of the consolidations the details cannot be given.

INCOME ACCOUNT.

Income from lease of road	\$1,082,399 14	
Interest on open accounts	225 92	
Income from land sales, \$749,512 54, less bonds redeemed, \$75,964 78	673,547 76	
Interest earned on sinking fund investments	24,502 60	
Total income		\$1,780,675 32
Salaries and maintenance of organization	\$6,847 21	
Land department expenses	54,823 49	
Taxes on granted lands	2,986 82	
Income applicable to redemption of bonds	673,547 76	
Income for sinking funds	124,502 60	
Total		862,707 78
Net income		\$917,967 54
Surplus year ending on December 31, 1890		\$917,967 54
Surplus December 31, 1889	\$389,933 33	
Less settlement under Omnibus lease for operations for prior periods	56,896 28	
		333,537 05
Net surplus for year ending December 31, 1890		\$1,251,504 59

DR.

GENERAL BALANCE SHEET.

CR.

Cost of road	\$117,218,872 25	Capital stock	\$61,821,900 00
Bills receivable on land sales	3,006,292 68	Funded debt	44,322,500 00
Cash items (see floating debt)		Floating debt	2,838,297 06
Sinking fund	557,212 60	Profit and loss:	
Land trust fund	383,184 03	Income from land sales for redemption of bonds	6,489,500 00
		Income from land sales (notes uncollected)	3,006,292 68
		Income from funds to credit of Trustees	383,184 03
		Income used for sinking funds	1,052,382 50
		General income (available surplus)	1,251,504 59
Total	\$121,165,561 46	Total	\$121,165,561 46

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from lease	\$1,082,399 14	Interest on funded debt paid (paid by lessee)	
Net amount realized from stock issued	1,320,000 00	Taxes (on lands)	\$2,986 82
Net amount realized from 5 per cent bonds issued	880,000 00	Reduction of funded debt (6 per cent bonds)	542,000 00
Net amount from sales of lands	673,547 76	Reduction of floating debt	537,920 73
Net amount decrease of cash assets	81,178 10	Sinking fund	126,332 50
Interest on floating debt	225 92	Permanent improvements and equipment	2,602,998 63
Interest from sinking fund	24,502 50	Salaries of maintenance and organization	6,847 21
Income from land sales (cash)	673,547 76	Land Department expenses	54,823 49
Income from sinking funds	124,502 50	Income applicable to redemption of bonds	673,547 76
		Income for sinking funds of company	124,502 50
		Settlement under Omnibus lease for periods prior to 1890	56,396 28
		Income from land sales (notes)	100,170 26
		Land trust fund	31,377 50
Total	\$4,859,903 68	Total	\$4,859,903 68

IMPORTANT CHANGES DURING THE YEAR.

Extensions of Road put in Operation—

West bank of Colorado River, to east bank of Colorado River, at Yuma Station, near Yuma, A. T.	137 mile.
Oakdale to Waterford	10.144 miles.
Merced to Merced River	13.856 miles.
Los Baños to twenty miles southerly	20.000 miles.
<i>New Stock Issued:</i> For constructed road	\$1,320,000 00
<i>New 5 per cent Bonds Issued:</i> For constructed road	880,000 00

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From San Francisco to Menlo Park	Oct. 17, 1863.
From San Francisco to San José	Jan. 16, 1864.
From San Francisco to Perrys	Jan. 11, 1869.
From San Francisco to Gilroy	Mar. 13, 1869.
From San Francisco to Pajaro	Nov. 27, 1871.
From San Francisco to Salinas	Nov. 1, 1872.
From San Francisco to Soledad	Aug. 12, 1873.
From Carnadero to Hollister	July 31, 1870.
From Carnadero to Tres Pinos	Aug. 12, 1873.
Southerly from Soledad to Kings	July 20, 1886.
From Soledad to San Ardo	Aug. 20, 1886.
From Soledad to San Miguel	Oct. 18, 1886.
From Soledad to Paso Robles	Oct. 31, 1886.
From Soledad to Templeton	Nov. 16, 1886.
From Soledad to Santa Margarita	Jan. 13, 1889.
Westerly from Saugus to Santa Paula	Feb. 8, 1887.
From Saugus to San Buenaventura	May 18, 1887.
From Saugus to Carpinteria	July 1, 1887.
From Saugus to Santa Barbara	Aug. 19, 1887.
From Saugus to Elwood	Dec. 21, 1887.

DESCRIPTION OF ROAD—Continued.

	Date of Opening.
From Alcalde to Huron	July 14, 1888.
From Huron to Goshen	Feb. 1, 1877.
From Goshen to Tipton	July 25, 1872.
From Goshen to Delano	July 14, 1873.
From Goshen to ten miles south of Lerdo	Aug. 1, 1874.
From Goshen to Sumner	Oct. 26, 1874.
From Goshen to Caliente	Aug. 26, 1875.
From Goshen to Keenes	May 26, 1876.
From Goshen to Mojave	Aug. 9, 1876.
From Goshen to Tunnel	Sept. 6, 1876.
From Tunnel to San Fernando	Jan. 1, 1876.
From San Fernando to Los Angeles	April 15, 1874.
From San Fernando to Spadra	April 15, 1874.
From San Fernando to Colton	July 16, 1875.
From San Fernando to Indio	May 29, 1876.
From Indio to Dos Palmas	Mar. 8, 1876.
From Indio to Pilot Knob	April 29, 1877.
From Indio to east bank of Colorado River near Yuma	Mar. 23, 1877.
From Mojave to Calico	Nov. 13, 1882.
From Mojave to Amboy	Feb. 12, 1883.
From Mojave to Goffs	Mar. 19, 1883.
From Mojave to Needles	July 1, 1883.
From Mojave to Junction with Atlantic and Pacific Railroad	Aug. 9, 1883.
From Los Angeles to Wilmington	Oct. 26, 1889.
From Los Angeles to San Pedro	Aug. 15, 1882.
From Hillsdale to Almaden	Nov. 16, 1886.
From Pajaro to Santa Cruz	June 4, 1881.
Branch from Aptos to New Monte Vista	June 28, 1890.
From Castroville to Bordens	Jan. 11, 1880.
From Castroville to Monterey	Sept. 12, 1881.
From Castroville to Lake Majella	Aug. 1, 1889.
From Martinez to Tracy	Sept. 3, 1878.
From Martinez to Newman	July 1, 1888.
From Martinez to Los Baños	Nov. 1, 1889.
From Fresno to Porterville	July 1, 1888.
From Fresno to Poso	Dec. 24, 1890.
From Berenda to Raymond	May 1, 1886.
From Florence to Nietos	Aug. 15, 1874.
From Florence to Anaheim	July 14, 1875.
From Florence to Santa Ana	Dec. 17, 1877.
From Miraflores to Tustin	Sept. 15, 1888.
From Los Angeles to Santa Monica	Dec. —, 1875.
From Studebaker to Whittier	Mar. 16, 1888.
From Thenard to Long Beach	Feb. 20, 1888.
From Stockton to Milton	Feb. —, 1871.
From Peters to Oakdale	Feb. —, 1871.

AIDS OR GRANTS FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.

Lands Granted by the United States Government.

To What Railroad Company.	Acres per Mile.	Number of Miles.
Southern Pacific Railroad of California.....	12,800	942

On account of conflicting and overlapping grants, adverse claims, arbitrary restrictions, and desert lands not worth the cost of survey, it is impossible to state the quantity of lands that will inure to the Southern Pacific Railroad Company, or to estimate the value thereof.

LANDS OR PROPERTY, INCLUDING RIGHT OF WAY, DONATED BY STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, STATING IN DETAIL THE AMOUNT OF LAND GRANTED FOR RIGHT OF WAY, FOR STATIONS, FOR SHOPS, FOR STOREHOUSES, ETC.

State of California donated half interest in sixty acres of land at Mission Bay, San Francisco, with improvements.

City of Los Angeles donated nineteen acres in city of Los Angeles, with improvements.

Right of way included in contract for construction of road.

APPLICATION OF AMOUNT PLACED IN HANDS OF TRUSTEES FOR REDEMPTION OF BONDS.

	Bonds Redeemed.	Amount.	Cost.	Total Received by Trustees.
To December 31, 1889.....	6,316	\$5,947,500 00	\$6,229,982 65	\$6,581,789 18
During year.....	568	542,000 00	617,964 78	649,342 28
Totals.....	6,874	\$6,489,500 00	\$6,847,947 43	\$7,231,131 46
			Balance on Hand.	Discount or Premium.
To December 31, 1889.....			\$351,806 53	\$282,482 65
During year.....			51,377 50	75,964 78
Totals.....			\$383,184 03	\$358,447 43

STATE OF CALIFORNIA, }
City and County of San Francisco. } ss.

Charles F. Crocker, President of the Southern Pacific Railroad Company, and J. L. Willcutt, Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

CHARLES F. CROCKER.
J. L. WILLCUTT.

Subscribed and sworn to before me, this twenty-eighth day of May, 1891.

[SEAL]

E. B. RYAN,
Notary Public.

NORTHERN RAILWAY COMPANY.

HISTORY.

1. Name of common carrier making this report: Northern Railway Company.
2. Date of organization: July 19, 1871.
3. Under laws of what Government, State, or Territory organized: State of California; general railroad laws of 1861, approved May 20, 1861.
4. Reference to charters, and all amendments of same:

Name.	Date of Incorporation.
Northern Railway Company.....	July 19, 1871.
Amador Branch Railroad Company	July 3, 1875.
Berkeley Branch Railroad Company.....	Sept. 25, 1876.
Vaca Valley and Clear Lake Railroad Company.....	Feb. 19, 1877.
Sacramento and Placerville Railroad Company.....	April 19, 1877.
Sacramento Valley Railroad Company.....	Aug. 4, 1862.
Folsom and Placerville Railroad Company	Sept. 29, 1876.
San Joaquin and Sierra Nevada Railroad Company	Mar. 28, 1882.
West Side and Mendocino Railroad Company.....	Sept. 2, 1886.
Santa Rosa and Carquinez Railroad Company.....	Mar. 25, 1887.
Shingle Springs and Placerville Railroad Company.....	May 9, 1887.
Woodland, Capay, and Clear Lake Railroad Company	July 7, 1887.
Winters and Ukiah Railroad Company.....	Aug. 9, 1887.

5. Authority: General railroad laws of California. Date: May 15, 1888.
7. Carrier operating the road of this company: Southern Pacific Company.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
C. F. Crocker	San Francisco.....	April 8, 1891.
Timothy Hopkins	San Francisco.....	April 8, 1891.
N. T. Smith.....	San Francisco.....	April 8, 1891.
W. V. Huntington.....	San Francisco.....	April 8, 1891.
George Crocker	San Francisco.....	April 8, 1891.

Number of stockholders at date of last election: 164.

Last meeting of stockholders for election of Directors: April 9, 1890.

Post Office address of general office: Fourth and Townsend Streets, San Francisco.

Post Office address of operating office: Fourth and Townsend Streets, San Francisco.

OFFICERS.

Title.	Name.	Location of Office.
President.....	C. F. Crocker	San Francisco.
Vice-President	Timothy Hopkins	San Francisco.
Secretary	W. V. Huntington.....	San Francisco.
Treasurer.....	N. T. Smith.....	San Francisco.

Operating officers are reported by Southern Pacific Company, lessee.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common	\$100 00	\$28,175,000 00	\$12,896,000 00

Manner of payment for capital stock: Issued for cash, 128,960 shares; total cash realized, \$12,896,000. Owing to consolidation, the details cannot be shown.

FUNDED DEBT.

Class of Bond or Obligation.	Amount of Authorized Issue.	Amount Issued and now Outstanding.
Northern Railway 1st mortg. 30 years—Jan. 1, 1877; due Jan. 1, 1907	\$6,300,000 00	\$5,156,000 00
First mortg. 50 years—Oct. 1, 1888; due Oct. 1, 1938	21,000,000 00	4,761,000 00
San Joaquin and Sierra Nevada R. R. 1st mortg.*—Dec. 1, 1882; due Jan. 1, 1893	750,000 00	12,000 00
Totals	\$28,050,000 00	\$9,919,000 00

Class of Bond or Obligation.	Rate of Interest.	Interest Accrued During Year.	Interest Paid During Year.
Northern Railway 1st mortg. 30 years	6 per ct., Jan. & July ..	\$309,360 00	\$309,390 00
First mortg. 50 years	5 per ct., April & Oct. ..	232,412 50	230,700 00
San Joaquin and Sierra Nevada R. R.—1st mortg.	6 per ct., Jan. & July ..	6,885 00	10,875 00
Totals		\$548,657 50	\$550,965 00

*\$137,000 of these bonds were exchanged October 1, 1890, for a like amount of Northern Railway 5 per cent bonds.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.
Northern Railway first mortgage 30-year 6 per cent bonds	West Oakland to near Martinez	31.08
	Port Costa to Suisun	16.84
	Woodland to Tehama	100.86
	West Oakland to Delaware Street	4.15
	Double track from West Oakland to Port Costa	26.74
Northern Railway first mortgage 50-year 5 per cent bonds	Galt to Ione	27.20
	Sixteenth St., Oakland, to Berrymans ..	5.38
	Double track to near Shell Mound	1.54
	Napa Junction to Santa Rosa	36.95
	Willows to Fruto	16.84
San Joaquin and Sierra Nevada Railroad first mortgage bonds	Sacramento to Placerville	59.28
	Elmira to Rumsey	51.39
	Bracks to Valley Springs	40.30

All equipment mortgaged.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1890.	Cash Assets Available for Payment of Floating Debt and Current Liabilities.
Miscellaneous sinking fund (un-invested)	Due from solvent companies and individuals
Balance—cash assets	
Total	Total

Interest and discount paid during year upon floating debt and current liabilities are reported by Southern Pacific Company, lessee.

RECAPITULATION.

Accounts.	Total Amounts.
Capital stock.....	\$12,896,000 00
Funded debt.....	9,919,000 00
Total.....	\$22,815,000 00

Capital stock and mortgage cover railroad, telegraph lines, rolling stock, ferry steamers, etc.; the amount per mile of railroad, therefore, cannot be correctly stated.

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures, not Operating Expenses.	Credits Prop- erty and Material Sold.	Differences, etc.
Construction:			
Right of way.....	\$266 75		\$266 75
Other real estate.....	9 25	\$1,250 00	*1,240 75
Fences.....	2,758 73		2,758 73
Bridges and trestles.....	345 77		345 77
Other superstructure.....	9,920 26		9,920 26
Buildings, furniture, and fixtures.....	3,012 80		3,012 80
Sidings and yard extensions.....	14,777 87	3,173 86	11,603 81
Other items.....	345 65		345 65
Total construction.....	\$31,436 88	\$4,423 86	\$27,013 02
Equipment:			
Locomotives.....		\$6,000 00	*\$6,000 00
Baggage, express, and postal cars.....	\$18,841 11		18,841 11
Combination cars.....	1,542 00		1,542 00
Total equipment.....	\$20,383 11	\$6,000 00	\$14,383 11
Grand total construction and equipment.....	\$51,819 99	\$10,423 86	\$41,396 13

* Credit.

COST OF ROAD AND EQUIPMENT.

Total cost of construction and equipment to December 31, 1889, \$24,539,065 21; net additions during year, \$41,396 13; total cost to December 31, 1890, \$24,580,461 34. Owing to consolidations, the details of this cannot be shown.

INCOME ACCOUNT.

Income from lease of road.....	\$485,629 76	
Interest on sinking funds invested.....	7,612 32	
Total income.....		\$493,242 08
Expenditures—Sinking fund requirements.....	\$47,612 32	
Total.....		47,612 32
Net income.....		\$445,629 76
Surplus on December 31, 1889.....	\$1,570,932 78	
Less settlement in 1890, for unadjusted accounts under lease for prior periods.....	14,561 54	1,556,371 24
Surplus December 31, 1890.....		\$2,002,001 00

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

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DR.		GENERAL BALANCE SHEET.		CR.	
Cost of road	\$24,580,461 34	Capital stock	\$12,896,000 00		
Cash items	428,451 65	Funded debt	9,919,000 00		
Sinking fund	218,087 32	Income used for sinking funds of company	409,949 31		
		Profit and loss	2,002,001 00		
Total	\$25,226,950 31	Total	\$25,226,950 31		

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation	\$485,629 76	Sinking fund	\$47,612 32
Net increase floating debt	4,612 32	Permanent improvements	27,013 02
Receipts from other sources	7,612 32	Equipment	14,883 11
		Increase of cash assets	394,234 41
		Expenditures (account prior periods)	14,561 54
Total	\$497,854 40	Total	\$497,854 40

IMPORTANT CHANGES DURING THE YEAR.

On October 1, 1890, \$137,000 of the San Joaquin and Sierra Nevada Railroad bonds were exchanged for a like amount of Northern Railway 5 per cent bonds.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From Woodland to Willows	July 1, 1876.
From Williams to Willows	Oct. 3, 1878.
From Willows to Orland	July 31, 1882.
From Orland to Tehama	Sept. 27, 1882.
From West Oakland to Shell Mound	Aug. 17, 1886.
From Shell Mound to Martinez	Jan. 9, 1878.
From Benicia to Suisun	Dec. 28, 1879.
From Sacramento to Folsom	Feb. 22, 1866.
From Folsom to Shingle Springs	Jan. 20, 1866.
From Shingle Springs to Placerville	May 29, 1888.
From Elmira to Vacaville	Jan. 25, 1869.
From Vacaville to Winters	Aug. 26, 1875.
From Winters to Madison	May 1, 1877.
From Madison to Rumsey	July 1, 1888.
From Shell Mound to Berkeley	Aug. 16, 1876.
From Berkeley to Berrymans	July 1, 1878.
From Galt to Ione	Dec. 4, 1876.
From Bracks to Lockeford	Aug. —, 1882.
From Lockeford to Clement	Sept. —, 1882.
From Clement to Wallace	Oct. —, 1882.
From Wallace to Benson	Sept. —, 1884.
From Benson to Valley Springs	April —, 1885.
From Napa Junction to Santa Rosa	May 31, 1888.
From Willows to Fruto	July 1, 1888.

STATE OF CALIFORNIA, }
City and County of San Francisco. } ss.

Charles F. Crocker, President of the Northern Railway Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

CHARLES F. CROCKER.
W. V. HUNTINGTON.

Subscribed and sworn to before me, this fifteenth day of May, 1891.

[SEAL]

E. B. RYAN,
Notary Public.

SOUTH PACIFIC COAST RAILWAY COMPANY.

HISTORY.

1. Name of common carrier making this report: South Pacific Coast Railway Company.
2. Date of organization: May 21, 1887.
3. Under laws of what Government, State, or Territory organized: State of California; general railroad laws.
4. Charters of each, and amendments of same:

Name.	Date of Incorporation.
Santa Cruz and Felton Railroad Company	Nov. 13, 1874.
South Pacific Coast Railroad Company	Mar. 29, 1878.
Bay and Coast Railroad Company	May 2, 1877.
Oakland Township Railroad Company	Jan. 7, 1881.
San Francisco and Colorado River Railroad Company	Jan. 16, 1883.
Felton and Pescadero Railroad Company	June 13, 1883.
Almaden Branch Railroad Company	April 16, 1887.

5. Authority: General railroad laws of California. Date: May 27, 1887.
7. Carrier operating the road of this company: Southern Pacific Company.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Leland Stanford	San Francisco	April 8, 1891.
C. P. Huntington	No. 23 Broad Street, New York.	April 8, 1891.
C. F. Crocker	San Francisco	April 8, 1891.
Timothy Hopkins	San Francisco	April 8, 1891.
W. V. Huntington	San Francisco	April 8, 1891.
N. T. Smith	San Francisco	April 8, 1891.
W. E. Brown	San Francisco	April 8, 1891.

Number of stockholders at date of last election: 8.
 Last meeting of stockholders for election of Directors: April 9, 1890.
 Post Office address of general office: Fourth and Townsend Streets, San Francisco.
 Post Office address of operating office: Fourth and Townsend Streets, San Francisco.

OFFICERS.

Title.	Name.	Location of Office.
President	Leland Stanford	San Francisco.
Vice-President	C. F. Crocker	San Francisco.
Secretary	W. V. Huntington	San Francisco.
Treasurer	Timothy Hopkins	San Francisco.

Operating officers are reported by Southern Pacific Company, lessee.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common	\$100 00	\$6,000,000 00	\$6,000,000 00

Manner of payment for capital stock: Issued for cash, 60,000 shares; total cash realized, \$6,000,000. Owing to consolidations, details cannot be shown.

FUNDED DEBT.

Class of Bond or Obligation.	Amount Issued and now Outstanding.	Interest Accrued During Year.	Interest Paid During Year.
First mortg.—July 1, 1887; due July 1, 1897	\$5,500,000 00	\$220,000 00	\$220,000 00

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.
First mortgage.....	Alameda Mole to Santa Cruz.....	77.60
	Newark to Centerville.....	3.00
	Campbells to New Almaden.....	9.60
	Felton to Boulder Creek.....	7.30
	Junction to Old Felton.....	1.70
	Alameda Point to Oakland (14th St.).....	1.80
	Alameda to Oakland.....	8.96

All equipment mortgaged.

RECAPITULATION.

Accounts.	Total Amounts.
Capital stock.....	\$6,000,000 00
Funded debt.....	5,500,000 00
Total.....	\$11,500,000 00

Capital stock and funded debt cover railroad, telegraph lines, rolling stock, ferry steamers, etc.; the amount per mile of railroad, therefore, cannot be correctly stated.

PERMANENT IMPROVEMENTS FOR THE YEAR.

(Paid by Southern Pacific Company, lessee.)

Items.	Expenditures, not Operating Expenses.	Credits Property and Material Sold.	Differences, etc.
Construction:			
Real estate.....	\$101 25	-----	\$101 25
Superstructure.....	31 00	-----	31 00
Buildings, furniture, and fixtures.....	143 22	-----	143 22
Engineering expenses.....	24 58	-----	24 58
Sidings and yard extensions.....	5,147 78	\$826 74	4,321 04
Total construction.....	\$5,447 83	\$826 74	\$4,621 09
Equipment:			
Freight cars.....	\$21,250 00	-----	\$21,250 00
Floating equipment.....	432 44	-----	432 44
Total equipment.....	\$21,682 44	-----	\$21,682 44
Grand total construction and equipment....	\$27,130 27	\$826 74	\$26,303 53

COST OF ROAD AND EQUIPMENT.

Total cost of construction and equipment to December 31, 1889, \$11,500,000; additions during year were made by lessee; total cost to December 31, 1890, \$11,500,000.

INCOME ACCOUNT.

This company has no income, as its property is operated by lessee, in consideration of receiving all revenues and paying all expenditures in connection therewith.

DR.		GENERAL BALANCE SHEET.		CR.
Cost of road	\$11,500,000 00	Capital stock.....	\$8,000,000 00	
		Funded debt.....	5,500,000 00	
	\$11,500,000 00		\$11,500,000 00	

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From Santa Cruz to Felton	Oct. 18, 1875.
From Alameda Point to Los Gatos.....	June 1, 1878.
From Los Gatos to Alma.....	Aug. 1, 1878.
From Alma to Wrights.....	May 1, 1879.
From Wrights to Felton.....	May 15, 1880.
From Alameda Point to Twelfth and Webster, Oakland	May 30, 1881.
From Twelfth and Webster to Fourteenth and Franklin, Oakland.....	Oct. 1, 1886.
From Newark to Centerville.....	Feb. 18, 1882.
From Alameda Mole to Alameda Point	Mar. 15, 1884.
From Felton Junction to Boulder Creek	May 1, 1885.
From Campbells to Almaden.....	June 15, 1886.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Charles F. Crocker, Vice-President of the South Pacific Coast Railway Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

CHAS. F. CROCKER.
W. V. HUNTINGTON.

Subscribed and sworn to before me, this fifteenth day of May, 1901.

[SEAL]

E. B. RYAN,
Notary Public.

NORTHERN CALIFORNIA RAILWAY COMPANY.

HISTORY.

1. Name of common carrier making this report: Northern California Railway Company.
2. Date of organization: September 3, 1888.
3. Under laws of what Government, State, or Territory organized: General railway laws of the State of California.
6. Originally chartered under name of Northern California Railroad Company, June 29, 1880. On January 1, 1885, it was transferred to the California Northern Railroad Company, whose charter dates September 6, 1884. It was transferred to the existing corporation on January 28, 1889.
7. Carrier operating the road of this company: Southern Pacific Company.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Chas. F. Crocker	San Francisco	May, 1891.
W. E. Brown	San Francisco	May, 1891.
F. S. Douty	San Francisco	May, 1891.
Timothy Hopkins	San Francisco	May, 1891.
N. D. Rideout	San Francisco	May, 1891.

Total number of stockholders at date of last election: 5.
 Date of last meeting of stockholders for election of Directors: May 22, 1889.
 Post Office address of general and operating offices: San Francisco.

OFFICERS.

Title.	Name.	Location of Office.
President	Chas. F. Crocker	San Francisco.
Vice-President	Timothy Hopkins	San Francisco.
Secretary	Frank S. Douty	San Francisco.

Operating officers are reported by Southern Pacific Company, lessee.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common	\$100 00	\$1,280,000 00	\$1,280,000 00

Manner of payment for capital stock: Issued for cash, 12,800 shares; total cash realized, \$1,280,000. Owing to reorganizations, the present management is unable to give details.

FUNDED DEBT.

Class of Bond or Obligation.	Amount of Authorized Issue.	Amount Issued and now Outstanding.	Cash Realized on the Amount Outstanding.
First mortgage—June 1, 1889; due June 1, 1929.	\$1,100,000 00	\$945,000 00	\$945,000 00
Class of Bond or Obligation.	Rate of Interest.	Interest Accrued During Year.	Interest Paid During Year.
First mortgage	5 per ct., June & Dec..	\$21,812 50	\$19,500 00

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.
First mortgage bonds.....	Oroville to Knight's Landing.....	53.7

All equipment mortgaged.

RECAPITULATION.

Accounts.	Total Amount.	Miles.	Amount per Mile of Road.
Capital stock	\$1,280,000 00	53.7	{ \$23,835 00
Funded debt	945,000 00		
Totals	\$2,225,000 00	53.7	{ \$41,435 00

COST OF ROAD AND EQUIPMENT.

Total cost of construction and equipment to December 31, 1889, \$1,670,000; net additions during year, \$555,000; total cost to December 31, 1890, \$2,225,000.

INCOME ACCOUNT.

This company has no income, as its property is operated by the lessee, in consideration of receiving all revenues and paying expenditures in connection therewith.

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.	Appropriation of Resources.
Net amount realized from bonds issued..... \$555,000 00	Constructing new road \$555,000 00

IMPORTANT CHANGES DURING THE YEAR.

The construction of the line from Marysville to Knight's Landing has been completed, and bonds issued for \$555,000 on account of the construction. The new line will be put in operation in 1891.

DESCRIPTION OF ROAD.

The road from Marysville to Oroville was opened for traffic in February, 1864.

STATE OF CALIFORNIA, }
City and County of San Francisco. } ss.

Charles F. Crocker, President of the Northern California Railway Company, and Frank S. Douty, Secretary and Treasurer of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing thirty-three sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

CHARLES F. CROCKER.
F. S. DOUTY.

Subscribed and sworn to before me, this seventeenth day of April, 1891.

[SEAL]

E. B. RYAN,
Notary Public.

SOUTHERN CALIFORNIA RAILWAY COMPANY.

HISTORY.

1. Name of common carrier making this report: Southern California Railway Company.
2. Date of organization: November 7, 1889.
3. Under laws of what Government, State, or Territory organized: Under the general statutes of California.
4. Reference to charters, and all amendments of same:

Name.	Date of Incorporation.
California Southern Railroad Company	January 10, 1882.
California Central Railway Company	May 20, 1887.
Redondo Beach Railway Company	April 23, 1888.

5. Date: Charter filed with the Secretary of the State of California, November 7, 1889.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Geo. C. Magoun	New York City	May 14, 1891.
A. Manuel	Chicago, Ill.	May 14, 1891.
John J. McCook	New York City	May 14, 1891.
B. Kimball	Boston, Mass.	May 14, 1891.
Bryant Howard	San Diego	May 14, 1891.
A. K. Lowrie	San Diego	May 14, 1891.
G. H. Bonebrake	Los Angeles	May 14, 1891.
R. Egan	Los Angeles	May 14, 1891.
H. W. Hellman	Los Angeles	May 14, 1891.
H. L. Drew	San Bernardino	May 14, 1891.
J. N. Victor	San Bernardino	May 14, 1891.

Number of stockholders at date of last election: 823.

Last meeting of stockholders for election of Directors: May 15, 1890.

Post Office address of general office: Los Angeles, Cal., and Boston, Mass.

Post Office address of operating office: Los Angeles, Cal.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	G. C. Magoun	New York.
President	G. C. Magoun	New York.
Vice-President	A. Manuel	Chicago.
Vice-President and General Auditor	J. W. Reinhart	Boston.
Secretary	L. C. Deming	Boston.
Treasurer, Assist. Sec'y, and Tax Com'r.	F. H. Pattee	Los Angeles.
Assistant Treasurer	G. L. Goodwin	Boston.
Cashier	G. Holterhoff, Jr.	Los Angeles.
Chief Engineer	F. T. Perris	San Bernardino.
General Solicitor	George R. Peck	Topeka.
Solicitor	Anson Brunson	Los Angeles.
Comptroller	J. P. Whitehead	Boston.
Auditor	H. E. Whitehead	Los Angeles.
General Manager	K. H. Wade	Los Angeles.
Superintendent	W. B. Beamer	San Bernardino.
Freight Traffic Manager	J. A. Hanley	Chicago.
Passenger Traffic Manager	W. F. White	Chicago.
General Counsel	John T. McCook	New York.
Gen'l Passenger, Ticket, and Freight Agt.	S. B. Hynes	Los Angeles.
Assis't Gen'l Passenger and Ticket Agt.	H. K. Gregory	Los Angeles.
Assistant General Freight Agent	T. A. Whitmore	Los Angeles.
Superintendent of Telegraph	W. A. McGovern	San Bernardino.
General Baggage Agent	P. Walsh	Topeka.
Division Baggage Agent	H. Isaacs	Los Angeles.

PROPERTY OPERATED.

Name.	Terminals.	Description.	Miles.
Southern California Railway Company -----	Barstow to National City	Main line ..	210.61
	San Bernardino to Los Angeles	Main line ..	62.00
	Los Angeles to Los Angeles Junction	Main line ..	83.10
	East Riverside to Orange	Main line ..	40.68
	Perris to San Jacinto	Branch line.	19.38
	Escondido Junction to Escondido	Branch line.	21.23
	San Bernardino to Mentone	Branch line.	12.50
	Ballona Junction to Ballona	Branch line.	15.05
	Inglewood to Redondo Beach	Branch line.	10.81
Total	-----	-----	475.36

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—Common	\$100 00	\$8,985,000 00	\$6,782,000 00
Preferred	100 00	8,000,000 00	6,072,000 00
Totals	-----	\$16,985,000 00	\$12,854,000 00

Manner of Payment for Capital Stock.	Number of Shares.
Issued for consolidation—Common	*67,820
Preferred	†60,720
Total	128,540

* Issued share for share for capital stock of California Central Railway Company and Redondo Beach Railway Company.

† Issued share for share for capital stock of California Southern Railroad Company.

FUNDED DEBT.

Class of Bond or Obligation.	Amount of Authorized Issue.	Amount Now Outstanding.
California Southern Railroad Company's first mortgage bonds—January 12, 1882; due January 1, 1922	\$3,101,000 00	\$1,000 00
California Southern Railroad Company's first mortgage bonds—January 1, 1886; due March 1, 1926	2,106,000 00	2,056,000 00
California Central Railway Company's first mortgage bonds—January 1, 1887; due June 1, 1932	6,457,000 00	6,457,000 00
Redondo Beach Railway Company's first mortgage Bonds—June 1, 1888; due June 1, 1932	270,000 00	270,000 00
California Southern Railroad Company's income bonds—March 1, 1886; due March 1, 1926	3,505,000 00	3,497,000 00
Scrip	-----	3,740 00
Totals	\$15,439,000 00	\$12,284,740 00

FUNDED DEBT—Continued.

Class of Bond or Obligation.	Rate of Interest.	Interest Accrued During Year.
California Southern Railroad Company's first mortgage bonds*		
California Southern Railroad Company's first mortgage bonds	6 per cent, Jan. and July....	\$123,360 00
California Central Railway Company's first mortgage bonds	6 per cent, June and Dec.†...	152,880 00
Redondo Beach Railway Company's first mortgage bonds	6 per cent, June and Dec.†...	6,480 00
California Southern Railroad Company's income bonds	6 per cent, Mar. and Sept.†...	
Total		\$282,720 00

* Bonds called for exchange; no interest charged.

† Interest on \$2,548,000 California Central Railway Company's first mortgage bonds and \$108,000 Redondo Beach Railway Company's first mortgage bonds only accrued, the remaining bonds of those companies participating in the income equally with the California Southern Railroad Company's regular income bonds from date of consolidation, November, 1889, in accordance with agreement of A. T. & S. F. Co., owner of said bonds, with the security holders of the California Southern Railroad Company.

‡ No interest accrued; payable only if earned.

The California Southern Railroad Company's first mortgage bonds of 1882 were sold in blocks to the amount of \$3,101,000, together with \$3,036,000 California Southern Railroad Company's capital stock, for \$3,324,000.

The California Central Railway Company's first mortgage bonds were issued, together with \$5,051,000 capital stock, under contract for construction of road.

The Redondo Beach Railway Company's first mortgage bonds were issued, together with \$275,000 capital stock, for construction of the road of that company.

The California Southern Railroad Company's registered income bonds were issued in exchange for that company's first mortgage bonds of 1882, and in payment of accrued interest thereon.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.
California Southern Railroad Company's first mortgage bonds (1882)	San Bernardino to National City ...	129.59
California Southern Railroad Company's first mortgage bonds (1886)	Barstow to National City.....	210.61
	San Bernardino to Los Angeles.....	62.00
	Los Angeles to Los Angeles Junction	83.10
California Central Railway Company's first mortgage bonds.....	East Riverside to Orange	40.68
	Perris to San Jacinto	19.38
	Escondido Junction to Escondido ..	21.23
	San Bernardino to Mentone	12.50
	Ballona Junction to Port Ballona... ..	15.05
Redondo Beach Railway Company's first mortgage lands	Inglewood to Redondo Beach.....	10.81

All equipment mortgaged.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1890.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Audited vouchers and ac- counts.....	\$860,884 73	Cash.....	\$48,614 46
Wages and salaries.....	97,821 34	Bills receivable.....	758 22
Net traffic balances due to other companies.....	91,276 66	Due from agents.....	32,832 76
Matured interest coupons un- paid (including coupons due January first).....	404,725 00	Due from solvent companies and individuals.....	196,633 86
Total.....	\$1,454,207 73	Balance—floating debt.....	1,175,368 43
		Total.....	\$1,454,207 73

RECAPITULATION.

Accounts.	Total Amounts.	Miles.	Amount per Mile of Road.
Capital stock.....	\$12,804,000 00	475.86	\$26,935 38
Funded debt.....	12,284,740 00	475.86	25,843 02
Floating debt, balance of.....	1,175,368 43	475.86	2,472 59
Totals.....	\$26,264,108 43	475.86	\$55,250 99

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures —Operating Expenses.	Expenditures, not Operating Expenses.	Total Expenditures.	Credits Prop- erty and Material Sold.	Differences, etc.
Construction:					
Right of way and other real estate.....	\$5,427 29	-----	\$5,427 29	\$3,151 25	\$3,151 25
Fences.....	880 69	-----	880 69	-----	-----
Grading and ma- sonry.....	84,873 29	-----	84,873 29	685 82	685 82
Bridges and tres- ties.....	28,519 41	-----	28,519 41	600 00	600 00
Rails.....	14,532 78	-----	14,532 78	4,987 63	4,987 63
Ties.....	21 34	-----	21 34	1,134 36	1,134 36
Buildings, furni- ture, and fixtures	18,892 41	-----	18,892 41	7,202 90	7,202 90
Shop machinery and tools.....	793 25	\$2,917 25	3,710 50	-----	2,917 25
Engineering ex- penses.....	1,316 16	-----	1,316 16	-----	-----
Telegraph line.....	953 79	-----	953 79	-----	-----
Wharfing, etc.....	6,783 30	170,890 49	177,673 79	-----	170,890 49
Sidings and yard extensions.....	13,085 30	-----	13,085 30	-----	-----
Road built by con- tract.....	-----	-----	-----	168,038 10	168,038 10
Other items.....	23,067 95	11,597 54	34,665 49	143 20	11,449 34
Total construction	\$197,239 46	\$185,405 28	\$382,644 74	\$185,948 26	\$542 98
Equipment:					
Locomotives.....	\$308 78	-----	\$308 78	-----	-----
Passenger cars.....	-----	-----	-----	\$8,160 00	\$8,160 00
Combination cars.....	-----	8,160 00	8,160 00	-----	8,160 00
Freight cars.....	3,278 08	27 79	3,305 87	-----	27 79
Other cars of all classes.....	3,636 25	-----	3,636 25	5,832 68	5,832 68
Total equipment.....	\$7,223 11	\$8,187 79	\$15,410 90	\$13,992 68	\$5,804 89
Total construction and equipment.....	\$204,462 57	\$193,593 07	\$398,055 64	\$199,940 94	\$6,347 87

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 1, 1889.	Net Additions and Adjustments During Year.	Total Cost to Dec. 31, 1890.
Construction:			
Right of way and other real estate.....	\$37,865 60	*\$3,151 25	\$34,714 35
Fences	26,089 40		26,089 40
Grading, bridge and culvert masonry.....	1,448,940 59	*685 82	1,448,254 77
Bridges and trestles	331,600 49	*600 00	331,000 49
Rails	1,288,787 66	*4,987 63	1,283,800 03
Ties	331,643 52	*1,134 86	330,509 16
Buildings, furniture, and fixtures	293,231 76	*7,202 90	286,078 86
Shop machinery, tools	154,005 09	2,917 25	156,922 34
Engineering expenses	146,088 35		146,088 35
Interest and discount—account con- struction	3,629,022 75		3,629,022 75
Telegraph line	13,042 79		13,042 79
Wharfing, etc.	50,396 22	170,890 49	221,286 71
Sidings and yard extensions	147,869 71		147,869 71
Road built by contract	16,227,625 37	*168,038 10	16,059,587 27
Other items	512,201 52	11,449 34	523,650 86
Total construction	\$24,638,550 82	*\$542 98	\$24,638,007 84
Equipment:			
Locomotives	\$227,019 83		\$227,019 83
Passenger cars	67,899 73	*\$8,160 00	59,739 73
Baggage, express, and postal cars	12,139 57		12,139 57
Combination cars	14,646 57	8,160 00	22,806 57
Freight cars	106,713 86	27 79	106,741 65
Other cars of all classes	5,832 68	*5,832 68	
Floating equipment	43,898 03		43,898 03
Total equipment	\$478,150 27	*\$5,804 89	\$472,345 38
Grand total cost construction and equipment	\$25,116,701 09	*\$6,347 87	\$25,110,353 22

* Credit.

The cost of construction per mile is \$51,830 21; cost per mile for equipment is \$993 65; total cost of construction and equipment per mile is \$52,823 86.

STOCKS OWNED.

Name.	Total Par Value.
Precipice Cañon Water Company (15 shares)	\$750 00
Marine Railway and Dry Dock Company (100 shares)	10,000 00
San Antonio Water Company (6 shares)	600 00

INCOME ACCOUNT.

Gross earnings from operation	\$1,758,823 80	
Less operating expenses	1,469,374 96	
Income from operation		\$289,448 84
Deductions from income:		
Interest on funded debt accrued during year	\$282,720 00	
Taxes	58,441 38	
Rentals	39,574 85	
Permanent improvements	204,462 57	
Total deductions from income		585,198 78
Net deficit		\$295,749 94
Deficit on December 31, 1889	\$733,717 59	
Deficit for year ending December 31, 1890	295,749 94	
Deficit December 31, 1890		\$1,029,467 53

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

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DR.	GENERAL BALANCE SHEET.		CR.
Cost of road	\$24,688,007 84	Capital stock	\$12,804,000 00
Cost of equipment	472,345 88	Funded debt	12,284,740 00
Stocks of other companies owned	15,514 28	Floating debt	1,175,368 43
Other assets:		Sundry accounts in process of adjustment	8,692 43
Materials and supplies	167,306 88	Canceled bonds account	50,000 00
Sundries	160 00		
Profit and loss:			
Deficit from operation	1,029,467 53		
Total	\$26,322,800 86	Total	\$26,322,800 86

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation ..	\$289,448 84	Interest on funded debt paid.	\$430 00
Net income realized from income security issued	130 00	Interest on funded debt accrued	282,720 00
Net increase floating debt	132,450 60	Taxes	58,441 36
Net amount decrease of other assets	162,923 66	Rentals	39,574 85
Receipts from other sources ..	6,847 87	Permanent improvements ..	197,239 46
		Equipment	7,233 11
		Securities purchased	618 15
		Other expenditures	5,056 04
Total	\$591,800 97	Total	\$591,300 97

WHARF EARNINGS.

Santa Fe wharf operations:		
Gross earnings		\$11,058 90
Expenses:		
Superintendence	\$2,495 02	
Wharf labor	1,128 63	
Wharf expenses	934 60	
Wharf repairs	658 22	
Tugs—labor and expenses	958 02	
Tugs and lighters—repairs	112 17	
		\$6,286 56
National City wharf earnings		4,772 34
		580 17
Total		\$5,352 51

EARNINGS FROM OPERATION.

Items.	Total Receipts.	Deductions, etc.	Actual Earnings.
Passenger revenue	\$634,434 01		
Less repayments, tickets redeemed		\$1,277 01	
Excess fares refunded		1,671 23	
Other repayments		5,364 86	
Total deductions		\$8,312 60	
Total passenger revenue			\$626,121 41
Mail			52,733 51
Express			34,600 00
Extra baggage and storage			14,728 76
Other items			4,464 85
Total passenger earnings			\$732,648 58
Freight revenue	\$976,599 41		
Less repayments, overcharged to shippers		\$30,761 49	
Other repayments		6,175 96	
Total deductions		\$36,937 45	
Total freight revenue			\$939,661 96
Other items			62,496 45
Total freight earnings			\$1,002,158 41
Total passenger and freight earnings			\$1,734,806 94
Other earnings from operations:			
Car mileage	\$746 42		
Switching charges	7,033 75		
Telegraph companies	4,766 09		
Rental of buildings, tracks, yards, and terminals	6,118 09		
Other sources	5,362 51		
Total other earnings			24,016 86
Total gross earnings from operation			\$1,758,823 80

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway	\$174,196 80	\$101,921 96	\$276,118 76
Renewals of rails	1,314 32	713 74	2,028 06
Renewals of ties	2,856 07	1,547 87	4,403 94
Repairs of bridges and culverts	34,273 88	20,679 14	54,953 02
Repairs of fences, road-crossings, signs, and cattle guards	958 82	538 84	1,497 66
Repairs of buildings	8,776 75	4,937 86	13,714 61
Repairs of telegraph	1,161 76	688 99	1,850 75
Other expenses	7,898 04	4,560 89	12,458 43
Totals	\$231,436 44	\$137,568 79	\$367,005 23
Maintenance of equipment:			
Repairs and renewals of locomotives	\$30,075 78	\$17,034 65	\$47,110 43
Repairs and renewals of passenger cars	32,937 51		32,937 51
Repairs and renewals of freight cars		32,220 48	32,220 48
Shop machinery, tools, etc.	1,334 17	764 33	2,098 50
Other expenses	2,940 25	1,680 10	4,620 35
Totals	\$67,287 71	\$51,699 56	\$118,987 27
Conducting transportation:			
Wages of enginemen, firemen, and round- housemen	\$75,158 28	\$39,020 74	\$114,179 02
Fuel for locomotives	169,855 37	145,994 99	315,850 36
Water supply for locomotives	7,829 52	4,511 86	12,340 88
All other supplies for locomotives	4,002 84	2,323 32	6,326 16
Wages for other trainmen	49,218 46	38,823 05	88,041 51
All other train supplies	22,343 23	4,350 75	26,693 98
Wages of switchmen, flagmen, and watchmen	22,574 17	12,952 60	35,526 77
Expense of telegraph, including train dis- patchers and operators	18,793 79	10,714 75	29,508 54
Wages of station agents, clerks, and laborers	37,794 33	56,761 76	94,556 09
Station supplies	3,176 82	1,919 52	5,096 34
Switching charges—balances		6 62	6 62
Car mileage—balances	35,613 88	31,150 39	66,764 27
Loss and damage	8,768 41	8,734 22	17,502 63
Injuries to persons	8,170 73	2,960 85	11,131 58
Other expenses	2,425 21	1,994 67	4,419 88
Totals	\$465,725 04	\$362,719 59	\$828,444 63
General expenses:			
Salaries of officers	\$19,010 02	\$11,752 67	\$30,762 69
Salaries of clerks	31,423 83	22,690 18	54,114 01
General office expenses and supplies	5,214 78	3,335 83	8,550 61
Agencies, including salaries and rent	11,366 89	7,616 62	18,983 51
Advertising	6,725 89	2 78	6,728 67
Commissions	4,089 85		4,089 85
Insurance	2,968 10	1,681 90	4,650 00
Expense of traffic associations	381 79	2,431 37	2,813 16
Expense of stock yards and elevators		280 01	280 01
Rents of buildings, tracks, yards, and terminal	537 41	815 91	1,353 32
Legal expenses	6,944 47	3,982 29	10,926 76
Stationery and printing	6,369 67	5,315 57	11,685 24
Totals	\$95,032 70	\$59,905 13	\$154,937 83
Recapitulation of expenses:			
Maintenance of way and structures	\$231,436 44	\$137,568 79	\$367,005 23
Maintenance of equipment	67,287 71	51,699 56	118,987 27
Conducting transportation	465,725 04	362,719 59	828,444 63
General expenses	95,032 70	59,905 13	154,937 83
Grand totals	\$859,481 89	\$609,893 07	\$1,469,374 96
Percentage of operating expenses to earnings.	117.31	60.86	83.54

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

RENTALS PAID.

Rentals of locomotives and cars amounted to \$39,574 85.

IMPORTANT CHANGES DURING THE YEAR.

Old line at Garvanza, between Los Angeles and Pasadena, being part of the old L. A. T. G. V. R. R., was abandoned September 1, 1890. The bridge and a portion of the right of way were sold to the county of Los Angeles; part of the remaining track was returned to the company's stock and used in construction elsewhere. A small remnant of track remains on the old right of way, which the company still holds in its possession.

CONTRACTS, AGREEMENTS, ETC.

Express with Wells, Fargo & Co.
Mail with United States Government Post Office Department.
Pullman Palace Car Company.
Western Union Telegraph Company.

EMPLOYÉES AND SALARIES.

Class.	Num-ber.	Total Yearly Compensation.	Daily Compensation.
General officers.....	8	\$31,300 00	\$8 70
General office clerks.....	67	65,700 00	2 70
Station agents*.....	31	44,700 00	1 54
Other station men.....	87	64,800 00	2 06
Enginemen.....	47	63,900 00	4 50
Firemen.....	47	36,400 00	2 57
Conductors.....	34	44,500 00	3 63
Other trainmen.....	72	60,600 00	2 34
Machinists.....	32	29,600 00	2 53
Carpenters.....	67	66,900 00	2 78
Other shopmen.....	86	66,100 00	2 14
Section foremen.....	58	46,200 00	2 21
Other trackmen.....	351	218,500 00	1 73
Switchmen, flagmen, and watchmen.....	45	41,000 00	2 53
Telegraph operators and dispatchers.....	20	18,800 00	2 61
All other employés and laborers.....	126	95,100 00	2 09
Totals.....	1,228	\$994,100 00	\$2 25

* Forty-three station agents are also telegraph operators.

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue	622,381	
Number of passengers carried one mile	22,123,753	
Average distance carried—miles	35.55	
Total passenger revenue		\$628,121 41
Amount received from each passenger		1 01
Average receipts per passenger per mile		02.831
Cost of carrying each passenger one mile		08.885
Passenger earnings per mile of road		1,317 15
Passenger earnings per train mile		92
Freight traffic:		
Number of tons carried of freight earning revenue	389,097	
Number of tons carried one mile	35,900,444	
Average distance haul of one ton—miles	92.27	
Total freight revenue		989,661 96
Amount received for each ton of freight		2 42
Average receipts per ton per mile		02.617
Cost of carrying one ton one mile		01.699
Freight earnings per mile of road		1,976 74
Freight earnings per train mile—north or east		2 34
Freight earnings per train mile—south or west		1 88
Passenger and freight:		
Passenger and freight earnings		1,565,783 37
Passenger and freight earnings per mile of road		3,293 89
Expense per mile of road		3,091 08
Total earnings per mile of road, including mails, express, etc.		3,699 98
Train mileage:		
Miles run by passenger trains	637,832	
Miles run by freight trains	534,603	
Miles run by mixed trains	150,403	
Total mileage trains earning revenue	1,122,838	
Miles run by switching trains	205,940	
Miles run by construction and other trains	130,618	
Total train mileage	1,459,396	
Mileage of loaded freight cars—north or east	1,854,988	
Mileage of loaded freight cars—south or west	1,714,460	
Mileage of empty freight cars—north or east	1,107,927	
Mileage of empty freight cars—south or west	1,182,760	
Average number of freight cars in train	18	
Average number of loaded cars in train	10	
Average number of empty cars in train	8	
Average number of tons of freight in train	45	
Average number of tons of freight in each loaded car	4½	

FREIGHT TRAFFIC MOVEMENT—(Company's material excluded).

Commodities.	Originating on this Road.	From Connecting Roads.	Total Tons.	Per Cent.
Products of agriculture:				
Grain	30,208	1,736	31,944	8.33
Flour	4,865	1,451	6,316	1.65
Other mill products	2,093	864	2,947	.77
Hay	9,640	20	9,660	2.52
Fruit and vegetables	47,374	2,070	49,444	12.90
Products of animals:				
Live stock	3,852	1,287	5,139	1.34
Dressed meats	45		45	.01
Other packing-house products	562	3,033	3,595	.94
Poultry, game, and fish	188	398	531	.13
Wool	1,291	63	1,354	.35
Hides and leather	305	46	351	.09
Products of mines:				
Anthracite coal		31	31	10.01
Bituminous coal	2,996	50,854	53,850	14.05
Coke	16	783	799	.21
Ores	1,642	72	1,714	.45
Stone, sand, and other like articles	16,226	3,131	19,356	5.05
Products of forest:				
Lumber	14,595	42,846	57,441	14.99
Manufactures:				
Petroleum and other oils	814	8,551	9,365	2.44
Sugar	751	1,699	2,450	.64
Iron (pig and bloom)	76	168	244	.06
Iron and steel rails	146	866	1,012	.26
Other castings and machinery	3,142	1,737	4,879	1.27
Bar and sheet metal	2,619	3,306	5,925	1.55
Cement, brick, and lime	24,562	9,838	34,400	8.98
Agricultural implements	319	571	890	.23
Wagons, carriages, tools, etc.	495	892	1,387	.36
Wines, liquors, and beers	2,953	2,080	5,133	1.34
Household goods and furniture	2,287	2,225	4,512	1.18
Merchandise	45,663	12,018	57,681	15.05
Other commodities not mentioned above	5,862	5,067	10,919	2.85
Total tonnage	225,537	157,777	383,314	100.00

DESCRIPTION OF EQUIPMENT.

	Total at End of Year.	With Train Brake.
Locomotives:		
Passenger.....	12	12
Freight.....	8	8
Switching.....	1	1
Totals.....	21	21
Cars in passenger service:		
Second class passenger cars.....	9	9
Combination passenger cars.....	7	7
Baggage, express, and postal cars.....	3	3
Other cars in passenger service (official car).....	1	1
Totals.....	20	20
Cars in freight service:		
Box cars.....	40	34
Flat cars.....	99	78
Coal cars.....	30	30
Totals.....	169	142
Cars in company's service:		
Pile-driving cars.....	1	
Derrick cars.....	1	
Boarding cars.....	5	
Other road cars (hand, push, cinder).....	121	
Totals.....	128	
Total owned.....	317	183

The kind of train brake used is the Westinghouse air brake.

MILEAGE OF ROAD OPERATED.

Line in Use.	Main Line.	Branches.	Total Mileage.	Constructed during Year.	Steel Rails.
Length of single track.....	396.89	78.97	475.36		475.36
Length of yard track, sid- ings, and spurs.....	71.70	10.10	81.80	.90	81.80
Aggregate length of all tracks.....	468.09	89.07	557.16	.90	557.16

The total mileage is within the State of California.

RENEWALS OF RAILS AND TIES.

New rails laid during year, steel, 1,087,125 tons. Average price of rails at distributing point, steel, \$49.92 per ton.

New ties laid during year, 12,826. Average price at distributing point, 45 cents per tie.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Bituminous Coal—Tons.	Hard Wood —Cords.	Total Fuel Consumed— Tons.*	Miles Run.	Average Pounds Consumed per Mile.
Passenger.....	18,398.170	329.36	18,617.370	812,933	46
Freight.....	18,373.1800	328	18,592.3800	458,085	81
Switching.....	2,796.1800	48.12	2,769.3000	205,940	27
Construction.....	3,168.1800	56.12	3,206.3000	163,690	39
Totals.....	42,677.760	762.12	43,185.1870	1,640,648	53
Average cost at dis- tributing point.....	\$7.80	\$4.70			

* One and one half cords of wood equal one ton of coal.

ACCIDENTS.

Persons.	Number Killed.	Number Injured.	Total.	Kind of Accident.	Number Killed.	Number Injured.	Total.
Passengers.....		4	4	Collisions.....	1	3	4
Employés.....	2	45	47	Coupling cars.....		6	6
Other persons.....	1	7	8	Grade crossings.....		3	3
				Other causes.....	2	44	46
Totals	3	56	59	Totals	3	56	59

CHARACTERISTICS OF ROAD.

Working Divisions or Branches.	Length—Miles.....	Alignment.		
		Number of Curves.	Aggregate Length of Curved Lines—Miles.....	Length of Straight Track—Miles.....
National City to San Bernardino.....	129.6	292	39.1	90.5
San Bernardino to Barstow.....	81.0	154	20.3	60.7
San Bernardino to Los Angeles.....	62.0	64	10.7	51.3
Los Angeles to Los Angeles Junction.....	83.1	85	13.1	70.0
East Riverside to Orange.....	40.7	52	9.5	31.2
Perris to San Jacinto.....	19.4	4	1.9	17.5
Escondido Junction to Escondido.....	21.2	54	8.7	12.5
San Bernardino to Mentone.....	12.5	16	3.4	9.1
Ballona Junction to Port Ballona.....	15.0	20	2.5	12.5
Inglewood to Redondo Beach.....	10.8	20	3.9	6.9

Working Divisions or Branches.	Profile.					
	Length of Level Track—Miles.....	Number of Ascending Grades.....	Sum of Ascents—Feet.....	Aggregate Length of Ascending Grades—Miles.....	Number of Descending Grades.....	Aggregate Length of Descending Grades—Miles.....
National City to San Bernardino.....	23.0	35	2,691	76.8	17	1,631
San Bernardino to Barstow.....	8.5	11	2,864	29.1	30	1,824
San Bernardino to Los Angeles.....	3.9	12	749	17.7	12	1,585
Los Angeles to Los Angeles Junction.....	18.3	31	886	26.8	31	985
East Riverside to Orange.....	9.0	16	131	5.0	16	896
Perris to San Jacinto.....	2.3	7	213	12.2	6	127
Escondido Junction to Escondido.....	2.6	10	909	14.1	10	309
San Bernardino to Mentone.....	.2	3	642	9.6	3	84
Ballona Junction to Port Ballona.....	4.8	4	269	8.5	4	47
Inglewood to Redondo Beach.....	6.7	4	147	6.1	3	52

Bridges: Number of stone, none; iron, 2; wooden, 569; combination, none.
 Trestles: Number, 22; aggregate length, 4,660 feet.
 Gauge of track: 4 feet 8½ inches.
 Telegraph: Owned and operated by this company jointly with the Western Union Telegraph Company, 480½ miles of line, or 597.8 miles of wire.
 Number of stations on all roads operated by this company in California, 131.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From National City to Fallbrook.....	Jan. 2, 1882.
From Fallbrook to Temecula.....	Mar. 22, 1882.
From Temecula to 105-mile siding.....	April 24, 1882.
From 105-mile siding to 109-mile siding.....	July 10, 1882.
From 109-mile siding to 116-mile siding.....	July 28, 1882.
From 116-mile siding to East Riverside.....	Aug. 12, 1882.
From East Riverside to Colton.....	Aug. 21, 1882.
From Colton to San Bernardino.....	Sept. 13, 1883.
From San Bernardino to Barstow.....	Nov. 15, 1885.
From Los Angeles to Pasadena.....	Sept. 17, 1885.
From Pasadena to Olivewood.....	Oct. 7, 1885.
From Olivewood to Lamanda Park.....	Nov. 7, 1885.
From East Riverside to Riverside.....	Jan. 8, 1886.
From Riverside to Arlington.....	Mar. 15, 1886.
From Lamanda Park to San Bernardino.....	May 31, 1887.
From Arlington to Rincon.....	June 27, 1887.
From Rincon to Santa Ana.....	Sept. 15, 1887.
From Los Angeles to Port Ballona.....	Sept. 23, 1887.
From Santa Ana to San Juan.....	Nov. 30, 1887.
From Escondido Junction to Escondido.....	Dec. 31, 1887.
From San Bernardino to Mentone.....	Feb. 1, 1888.
From Inglewood to Redondo Beach.....	April 16, 1888.
From Perris to San Jacinto.....	April 30, 1888.
From Ballona Junction to Orange.....	Aug. 12, 1888.
From San Juan to Los Angeles Junction.....	Aug. 12, 1888.

GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

Character of Donation.	Cash.
Cash account to Escondido Division.....	\$110,000 00
Cash and land account to San Jacinto Valley Division.....	55,000 00

LANDS OR PROPERTY, INCLUDING RIGHT OF WAY, DONATED BY STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, STATING IN DETAIL THE AMOUNT OF LAND GRANTED FOR RIGHT OF WAY, FOR STATIONS, FOR SHOPS, FOR STOREHOUSES, ETC.

San Diego Division, depot grounds, 258.05 acres.
 San Bernardino Division, depot grounds, 67.59 acres.
 Los Angeles Division, depot grounds, 47.41 acres.
 Coast Division, depot grounds, 62.20 acres.
 Riverside Division, depot grounds, 49.23 acres.
 San Jacinto Valley Division, depot grounds, 25.07 acres.
 Escondido Division, depot grounds, 29.04 acres.
 San Bernardino Valley Division, depot grounds, 13.22 acres.
 La Ballona Division, depot grounds, 4.28 acres.
 Redondo Division, depot grounds, 5.28 acres.

STATE OF ILLINOIS, }
County of Cook. } ss.

Allen Manvel, President of the Southern California Railroad Company, and J. W. Reinhart, Vice-President of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

ALLEN MANVEL,
President.
J. W. REINHART,
Vice-President.

Subscribed and sworn to before me, by said Allen Manuel, this twenty-second day of August, 1891.

HOWARD L. ABBOTT,
Notary Public,
Cook County, Illinois.

[SEAL]

COMMONWEALTH OF MASSACHUSETTS, }
County of Suffolk. } ss.

Subscribed and sworn to before me by J. W. Reinhart, Vice-President, this fifteenth day of August, 1891.

[SEAL]

GEO. L. GOODWIN,
Notary Public.

ATLANTIC AND PACIFIC RAILROAD COMPANY.

ALBUQUERQUE, NEW MEXICO, June 15, 1891.

To the honorable Board of Railroad Commissioners of the State of California:

GENTLEMEN: An agreement having been reached between myself, on behalf of the Atlantic and Pacific Railroad Company, and the honorable Board of Railroad Commissioners, on the tenth day of February, 1887, whereby I consented, without waiving any rights, to aid your honorable Board, so far as I could do so consistently, in preparing statistics and reports concerning railroads and their managements in the State of California, I have the honor to submit attached hereto a report of the Atlantic and Pacific Railroad Company relative to its property and operations in the State of California for the year ending December 31, 1890, which I have had compiled as nearly as possible in the form prescribed by your Board, from the report made by our company to the Secretary of the Interior of the United States, as provided for in the Act incorporating said company.

In submitting this report I desire again to call your attention to the position assumed by this company, which is, that being a Federal corporation, erected by the supreme legislative authority of the nation, and being by that Act constituted a Federal agency, fully empowered to fix and determine our own rates of fares and freights, and being required to make an annual report to the honorable Secretary of the Interior, according to a form prescribed by his department, we do not believe that we could be lawfully required or legally compelled to make any report to your honorable Board; but being willing and anxious to aid you, so far as may be, in the performance of your duties, we take pleasure in handing you as full a report as can be conveniently compiled from the one furnished the Secretary of the Interior, as aforesaid, hoping and believing it will give you generally such information as you may require, at the same time protesting that in making this report we do not do so under compulsion, but voluntarily, not intending thereby to waive any rights the Atlantic and Pacific Railroad Company has or may have under its Federal charter or otherwise, but hereby expressly reserving to it every right and immunity from State control or otherwise it may have as a national corporation, Federal agency, and interstate railroad.

Respectfully submitted.

WM. C. HAZELDINE,
General Attorney.

HISTORY.

1. Name of common carrier making this report: Atlantic and Pacific Railroad Company.
2. Date of organization: July 27, 1866.
3. Under laws of what Government, State, or Territory organized: Act of Congress of the United States, approved July 27, 1866.

ORGANIZATION.

Names of Directors.	Post Office Address.
George C. Magoun	No. 95 Milk Street, Boston.
Thomas Baring	New York.
Cecil Baring	New York.
Wm. Libbeg	New York.
J. J. McCook	New York.
J. A. Williamson	No. 15 Broad Street, New York.
A. Manvel	Rialto Street, New York.
J. D. Springer	Chicago.
B. P. Cheeney	Boston.
Samuel Hays	Boston.
Alden Spear	Boston.
Levi C. Wade	Boston.
E. H. Abbott	Cambridge, Mass.

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	George C. Magoun	No. 95 Milk St., Boston.
President	Allen Manvel	Rialto Building, Chicago.
Vice-President	J. W. Reinhart	No. 95 Milk St., Boston.
Vice-President	A. A. Robinson .....	..... Topeka, Kansas.
Vice-President	J. D. Springer .....	..... Chicago.
Secretary	H. W. Gardiner	No. 15 Broad St., N. York.
Treasurer	H. W. Gardiner	No. 15 Broad St., N. York.
Cashier	C. E. Crary	Albuquerque, N. Mexico.
General Counsel	J. J. McCook	No. 120 Broadway, N. Y.
General Solicitor	George R. Peek .....	..... Topeka, Kansas.
General Attorney	William C. Hazeldine	Albuquerque, N. Mexico.
General Auditor	J. W. Reinhart	No. 95 Milk St., Boston.
Local Auditor	W. W. Pope	Albuquerque, N. Mexico.
General Manager Western Div.	D. P. Robinson	Albuquerque, N. Mexico.
General Manager Central Div.	H. L. Morrill	St. Louis, Missouri.
Traffic Manager	W. F. White .....	..... Topeka, Kansas.
Supt. Transportation	Andrew Smith	Albuquerque, N. Mexico.
Supt. Road Department	F. E. Nelson .....	..... Williams, Arizona.
General Passenger Agent	W. A. Bissell	"Chronicle" Bldg., S. F.
General Agent	F. T. Berry	Albuquerque, N. Mexico.
General Freight Agent	W. A. Bissell	"Chronicle" Bldg., S. F.
Passenger Agent	C. H. Speers	San Francisco.
Freight Agent	H. C. Bush	San Francisco.
Superintendent of Telegraph	Andrew Smith	Albuquerque, N. Mexico.
General Baggage Agent	P. Walsh .....	..... Topeka, Kansas.
Master Mechanic	George A. Hancock	Albuquerque, N. Mexico.
Land Commissioner	James A. Williamson	Rialto Building, Chicago.

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures, not Operating Expenses.	Differences, etc.
Construction:		
Buildings, furniture, and fixtures	\$2,316 19	\$2,316 19
Shop machinery and tools	78 96	78 96
Sidings and yard extensions	423 00	423 00
Other items	47 09	47 09
Total construction	\$2,865 24	\$2,865 24
Equipment:		
Locomotives	\$8,764 63	\$8,764 63
Sleeping, parlor, and dining cars	2,256 94	2,256 94
Baggage, express, and postal cars		
Freight cars	35,488 22	35,488 22
Total equipment	\$46,509 79	\$46,509 79
Grand total construction and equipment	\$49,375 03	\$49,375 03

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1889.	Net Additions during Year.	Total Cost to Dec. 31, 1890.
Construction:			
Fences	\$626 30	-----	\$626 30
Grading and bridge and culvert masonry	808 84	-----	808 84
Bridges and trestles	5,818 44	-----	5,818 44
Rails	2,968 98	-----	2,968 98
Ties	689 50	-----	689 50
Buildings, furniture, and fixtures	20,984 72	\$2,316 19	23,300 91
Shop machinery and tools	3,861 08	78 96	3,940 04
Engineering expenses	1,529 22	-----	1,529 22
Sidings and yard extensions	7,057 59	423 00	7,480 59
Other items	10,078 61	47 09	10,125 70
Total construction	\$54,423 23	\$2,865 24	\$57,288 47
Equipment:			
Locomotives	\$7,012 05	\$8,764 63	\$15,776 68
Passenger, sleeping, parlor, dining, baggage, ex- press, postal, combination, freight, and other cars of all classes	48,448 73	37,745 16	86,193 89
Total equipment	\$55,460 78	\$46,509 79	\$101,970 57
Grand total cost construction and equipment	\$109,884 01	\$49,375 03	\$159,259 04

EXPENDITURE ACCOUNT.

Taxes	\$36,379 99
Other expenditures	650 36
Total	\$37,030 35

EARNINGS FROM OPERATION.

Items.	Actual Earnings.
Passenger revenue	\$164,370 62
Mail	29,486 62
Express	38,293 64
Total passenger earnings	\$232,150 88
Freight revenue	569,749 42
Total passenger and freight earnings	\$801,900 30
Other sources	5,842 34
Total gross earnings from operation	\$807,742 64

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway	\$43,639 93	\$57,075 35	\$100,715 28
Renewals of rails	1,449 30	1,895 49	3,344 79
Renewals of ties	24,825 59	32,468 63	57,294 22
Repairs of bridges and culverts	8,067 56	10,551 32	18,618 88
Repairs of fences, road-crossings, signs, and cattle guards	8 88	11 62	20 50
Repairs of buildings	3,707 84	4,842 38	8,557 22
Repairs of telegraph	147 01	192 26	339 27
Other expenses	1,258 80	1,646 35	2,905 15
Totals	\$83,104 91	\$108,690 40	\$191,795 31
Maintenance of equipment:			
Repairs and renewals of locomotives	\$34,664 66	\$45,336 86	\$80,001 52
Repairs and renewals of passenger cars	9,845 01		9,845 01
Repairs and renewals of freight cars		39,030 73	39,030 73
Shop machinery, tools, etc.	166 96	218 36	385 32
Other expenses	927 53	1,213 08	2,140 61
Totals	\$45,604 16	\$85,799 03	\$131,403 19
Conducting transportation:			
Wages of enginemen, firemen, and round- housemen	\$33,767 04	\$44,162 89	\$77,929 93
Fuel for locomotives	29,573 05	38,677 69	68,250 74
Water supply for locomotives	9,514 12	12,443 23	21,957 35
All other supplies for locomotives	2,741 40	3,585 40	6,326 80
Wages for other trainmen	22,599 66	29,557 41	52,157 07
All other train supplies	5,066 36	6,626 13	11,692 49
Wages of switchmen, flagmen, and watchmen	4,635 11	6,062 13	10,697 24
Expense of telegraph, including train dis- patchers and operators	6,219 80	8,134 69	14,354 49
Wages of station agents, clerks, and laborers	8,003 15	10,467 08	18,470 23
Station supplies	678 33	887 16	1,565 49
Car mileage—balances	17,512 86	22,904 54	40,417 40
Loss and damage	4,886 48	6,390 89	11,277 37
Injuries to persons	579 07	757 35	1,336 42
Other expenses	6,382 10	8,346 95	14,729 05
Totals	\$152,158 53	\$199,003 54	\$351,162 07
General expenses:			
Salaries of officers	\$3,384 93	\$4,427 05	\$7,811 98
Salaries of clerks	5,038 84	6,590 15	11,628 99
General office expenses and supplies	1,138 35	1,488 82	2,627 17
Agencies, including salaries and rent	2,675 20	3,498 81	6,174 01
Advertising	384 28	502 58	886 86
Insurance	1,115 08	1,458 38	2,573 46
Expense of stockyards and elevators	16 30	21 32	37 62
Legal expenses	3,141 08	4,108 12	7,249 20
Stationery and printing	475 82	622 31	1,098 13
Other general expenses	663 39	867 63	1,531 02
Totals	\$18,033 27	\$23,585 17	\$41,618 44
Recapitulation of expenses:			
Maintenance of way and structures	\$83,104 91	\$108,690 40	\$191,795 31
Maintenance of equipment	45,604 16	85,799 03	131,403 19
Conducting transportation	152,158 53	199,003 54	351,162 07
General expenses	18,033 27	23,585 17	41,618 44
Grand totals	\$298,900 87	\$417,078 14	\$715,979 01
Percentage of operating expenses to earnings			88.64

RENTALS PAID.

Items.	Cash.
Rents paid for leased roads:	
Southern California—Rentals of tracks, etc.	\$2,394 96
Rentals paid for locomotives and cars	5,006 99
Total	\$7,401 95

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Daily Compensation.
General officers	2	\$8,468 88	—
General office clerks	15	14,942 65	\$3 09
Station agents	7	6,611 54	2 50
Other station men	6	4,104 93	2 05
Enginemen	30	48,572 89	4 47
Firemen	33	27,847 80	2 32
Conductors	24	28,286 60	3 21
Other trainmen	44	32,638 50	2 06
Machinists	15	15,269 58	3 22
Carpenters	23	20,357 14	2 79
Other shopmen	111	77,985 87	2 25
Section foremen	24	18,737 71	2 24
Other trackmen	215	63,578 11	95
Switchmen, flagmen, and watchmen	13	8,460 89	1 88
Telegraph operators and dispatchers	14	12,388 70	2 39
All other employés and laborers	55	42,981 13	2 49
Totals	631	\$431,226 92	—

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue	48,900	
Number of passengers carried one mile	9,104,501	
Average distance carried—miles	186	
Total passenger revenue		\$164,370 62
Amount received from each passenger		3 36
Average receipts per passenger per mile		01.81
Cost of carrying each passenger one mile		03.28
Passenger earnings per mile of road		676 42
Passenger earnings per train mile		54.6
Freight traffic:		
Number of tons carried of freight earning revenue	246,700	
Number of tons carried one mile	48,634,831	
Average distance haul of one ton—miles	197	
Total freight revenue		569,749 42
Amount received for each ton of freight		2 31
Average receipts per ton per mile		01.17
Cost of carrying one ton one mile		00.858
Freight earnings per mile of road		2,344 65
Freight earnings per train mile—east and west		1 17.35
Passenger and freight:		
Passenger and freight earnings		734,120 04
Passenger and freight earnings per mile of road		3,021 07
Expense per mile of road		2,946 41
Total earnings per mile of road, including mails, express, etc.		3,324 04

PASSENGER, FREIGHT, AND TRAIN MILEAGE—Continued.

	Tonnage, Passengers, etc.	Revenue and Rates.
Train mileage:		
Miles run by passenger trains	301,076	
Miles run by freight trains	485,489	
Total mileage trains earning revenue	786,565	
Miles run by switching trains	110,385	
Miles run by construction and other trains	4,689	
Total train mileage	901,639	
Mileage of loaded freight cars—east	1,974,515	
Mileage of loaded freight cars—west	2,872,190	
Mileage of empty freight cars—east	1,841,666	
Mileage of empty freight cars—west	371,987	
Average number of freight cars in train	17	
Average number of loaded cars in train	12	
Average number of empty cars in train	5	
Average number of tons of freight in train	60	
Average number of tons of freight in each loaded car	5	

FREIGHT TRAFFIC MOVEMENT—(Company's material excluded).

Commodities.	Originating on this Road.	From Connecting Roads.	Total Tons.	Per Cent.
Products of agriculture:				
Grain	20	4,151	4,171	1.69
Flour	3	2,298	2,301	.93
Other mill products		989	989	.40
Hay	41	1,552	1,593	.65
Tobacco		228	228	.09
Fruit and vegetables	6	20,515	20,521	8.32
Product of animals:				
Live stock	102	5,067	5,169	2.10
Dressed meats, and other packing- house products, and poultry, game, and fish	4	5,924	5,928	2.40
Wool		1,105	1,105	.45
Hides and leather	11	508	519	.21
Products of mines:				
Bituminous coal	15	65,990	66,005	26.76
Coke	16	12	28	.01
Ores	118	2,110	2,228	.90
Stone, sand, and other like articles		3,753	3,753	1.62
Borax	3,329	1,207	4,536	1.84
Salt	296	529	825	.33
Products of forest:				
Lumber	28	7,988	8,016	3.25
Manufactures:				
Petroleum and other oils		12,367	12,367	5.01
Iron and steel rails	13		13	.01
Other castings and machinery	151	9,076	9,227	3.74
Bar and sheet metal		3,081	3,081	1.23
Cement, brick, and lime		674	674	.27
Agricultural implements		2,836	2,836	1.15
Wagons, carriages, tools, etc.	17	2,699	2,716	1.10
Wines, liquors, and beers	4	6,335	6,339	2.57
Household goods and furniture	57	4,315	4,372	1.77
Merchandise	229	68,345	68,574	27.80
Other commodities not mentioned above	142	8,494	8,636	3.50
Total tonnage	4,602	242,098	246,700	100.00

DESCRIPTION OF EQUIPMENT.

	Total at End of Year.	With Train Brake.	With Automatic Coupling.
Cars in passenger service:			
First class passenger cars.....	9	9	9
Baggage, express, and postal cars.....	9	9	9
Other cars in passenger service.....	2	2	2
Totals	20	20	20
Cars in freight service:			
Box cars.....	161		
Flat cars.....	403		
Stock cars.....	72		
Coal cars.....	262		
Other cars.....	75		
Total	973		
Cars in company's service:			
Derrick cars.....	2		
Caboose cars.....	24		
Total	999		
Cars contributed to fast freight line service.....	45	45	
Total owned	1,064		
Cars leased:			
Caboose cars.....	15	15	
Passenger car coaches, baggage, mail, and express.....	23	23	23
Coal cars.....	1,000	1,000	
Stock cars.....	200	200	
Flat cars.....	200	200	
Grand total.....	2,502		

The Westinghouse train brake and Miller coupler are used on the cars of this road.

MILEAGE OF ROAD OPERATED.

The total length of single track is 248 miles.

RENEWALS OF RAILS AND TIES.

New rails laid during year, steel, 120 tons. Average price of rails at distributing point, steel, \$28 56 per ton.

New ties laid during year, 95,660 wooden. Average price at distributing point, 60 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal— Tons.	Wood— Cords.	Total Fuel Consumed— Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger.....	13,309	31	13,324½	305,206	87.213
Freight.....	26,661	71	26,696½	406,964	131.198
Switching.....	1,557	2	1,558	110,385	28.228
Construction.....	1,965		1,965	56,880	69.092
Totals	43,492	104	43,544	879,435	
Average cost at distributing point.	\$1 60	\$1 00			

ACCIDENTS.

Persons. *	Number Killed.	Number Injured.	Total.	Kind of Accident.	Number Killed.	Number Injured.	Total.
Passengers-----		1	1	Derailment-----		1	1
Employés-----	3	7	10	Other causes-----	3	7	10
Totals-----	3	8	11	Totals-----	3	8	11

CHARACTERISTICS OF ROAD.

Needles to Mojave: Length, 240.9 miles; number of curves, 208; aggregate length of curved lines, 46.3 miles; length of straight track, 194.6 miles; length of level track, 19.3 miles; number of ascending grades, 381; sum of ascents, 52,761 feet; aggregate length of ascending grades, 135.4 miles; number of descending grades, 170; sum of descents, 3,015 feet; aggregate length of descending grades, 86.2 miles.

Bridges: Number of wooden, 629.

Trestles: Aggregate length, 23,690 feet.

Gauge of track: Standard.

Telegraph: Owned by this company, 243 miles of line, or 486 miles of wire.

Number of stations on all roads operated by this company in California, 26.

TERRITORY OF NEW MEXICO, }
County of Bernalillo. }

Wm. C. Hazeldine, General Attorney for the Western Division of the Atlantic and Pacific Railroad Company, being duly sworn, deposes and says that the statements, tables, and answers contained in the foregoing report have been prepared under his supervision from the report of said company to the honorable Secretary of the Interior, for the year 1890, in accordance with an understanding had with said Railroad Commissioners on the tenth day of February, 1887, and that to the best of his knowledge, and, as he verily believes, the same contains a full, complete, and true exhibit of the condition and affairs of that portion of the line of said company located within the State of California, on the thirty-first day of December, 1890, as the same are shown above by said report to said Secretary of the Interior.

WM. C. HAZELDINE.

Subscribed and sworn to before me, this fifteenth day of June, A.D. 1891.

[SEAL]

KARL O. SNYDER,
United States Commissioner, District of New Mexico.

SAN FRANCISCO AND NORTH PACIFIC RAILWAY COMPANY.

HISTORY.

1. Name of common carrier making this report: San Francisco and North Pacific Railway Company.
2. Date of organization: March 19, 1889.
3. Under laws of what Government, State, or Territory organized: Laws of California.
4. Reference to charters and all amendments to same:

Name.	Date of Organization.
San Francisco and North Pacific Railway Company	June 29, 1877.
San Francisco and San Rafael Railroad Company .....	.....
Sonoma Valley Railroad Company	July 24, 1878.
Marin and Napa Railroad Company .....	.....
Cloverdale and Ukiah Railroad Company .....	.....

All these companies were chartered under the Civil Code of California, and sold, assigned, and transferred to the San Francisco and North Pacific Railway Company all their roadway, depot grounds, stations, rolling stock, and other material, on March 19, 1889, except certain old material belonging to J. M. Donahue personally.

5. Date and authority for each consolidation: The San Francisco and North Pacific Railway Company was formed by the consolidation of: The Sonoma and Marin Railroad Company, organized November 13, 1874; the Fulton and Guerneville Railroad Company, organized May 23, 1876, and the reorganization of the San Francisco and Humboldt Bay Railroad Company.

6. See No. 5.

The San Francisco and North Pacific Railway Company was formed in March, 1889, by transfer from the following companies: San Francisco and North Pacific Railroad Company, Sonoma Valley Railroad Company, Marin and Napa Railroad Company, Cloverdale and Ukiah Railroad Company, San Francisco and San Rafael Railroad Company.

The San Francisco and North Pacific Railway Company issued \$6,000,000 worth of stock, and \$4,000,000 worth of first mortgage 5 per cent 30-year \$1,000 bonds, due January 1, 1919; interest payable, commencing July 1, 1889, on the first of January and the first of July. The mortgage further provides for an additional issue of \$500,000 on extensions, at the rate of not exceeding \$25,000 per mile of railroad in excess of 160 miles already constructed.

Provision is made for a sinking fund of \$25,000 per annum, for the purchase of the bonds in the market, at not exceeding 110 and interest.

The San Francisco and North Pacific Railroad Company (one of the said companies), 106 miles, was incorporated June 29, 1877, and formed by the consolidation of the Sonoma and Marin Railroad, chartered November 13, 1874, and the Fulton and Guerneville Railroad, chartered May 23, 1876. Road opened from Donahue to Santa Rosa (23 miles), January 1, 1870; to Windsor (9 miles), March 1, 1871; to Grants (4 miles), April 10, 1871; to Healdsburg (2 miles), July 1, 1871; and to Cloverdale (18 miles), April 18, 1872.

The Guerneville branch was opened May 29, 1876, and the Petaluma branch June 2, 1879.

Included in the main line was a section of 9 miles, Point Tiburon to San Rafael, leased.

The Sonoma Valley Railroad Company (also one of the said companies), 21.43 miles, was incorporated July 24, 1878; road opened August 23, 1880.

The Sonoma and Santa Rosa Railroad was opened August 15, 1882. The two companies were consolidated during 1885.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
J. F. Burgin	San Francisco	Third Tuesday in January.
P. N. Lillenthal	San Francisco	Third Tuesday in January.
Peter J. McGlynn	San Francisco	Third Tuesday in January.
A. L. Seligman	San Francisco	Third Tuesday in January.
Chas. F. Hanlon	San Francisco	Third Tuesday in January.
Russell J. Wilson	San Francisco	Third Tuesday in January.
Henry T. Scott	San Francisco	Third Tuesday in January.

Number of stockholders at date of last election: 9.

Last meeting of stockholders for election of Directors: January 20, 1891.

Post Office address of general and operating offices: 410 Mission Street, San Francisco.

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

OFFICERS.

Title.	Name.	Location of Office.
President	J. F. Burgin	No. 410 Mission Street.
Vice-President	P. N. Lillenthal	No. 410 Mission Street.
Secretary	Thos. Mellersh	No. 410 Mission Street.
Treasurer	Alfred L. Seligman	No. 410 Mission Street.
Cashier	W. J. McMullin	No. 410 Mission Street.
Chief Engineer	F. K. Zook	No. 410 Mission Street.
General Solicitor	Chas. F. Hanlon	"Chronicle" Building.
Comptroller	Thomas Mellersh	No. 410 Mission Street.
General Manager	H. C. Whiting	No. 410 Mission Street.
Superintendent	W. G. Corbaley	San Rafael.
General Passenger and Ticket Agent	Peter J. McGlynn	No. 410 Mission Street.
General Freight Agent	W. H. Menton	No. 410 Mission Street.
Assistant General Passenger, Ticket, and Freight Agent	W. J. McMullin	No. 410 Mission Street.
General Baggage Agent	W. H. Menton	No. 410 Mission Street.

PROPERTY OPERATED.

Name.	Terminals.	Description.	Miles.
San Francisco and North Pacific Railway	Tiburon to Ukiah	Main line	106.00
	Donahue to Junction	Branch line	5.76
	Fulton to Guerneville	Branch line	17.61
	Santa Rosa to Sebastopol	Branch line	6.25
	Ignacio to Glen Ellen	Branch line	26.63
Total .....	.....	.....	162.25

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common	\$100 00	\$8,000,000 00	\$8,000,000 00

Manner of payment for capital stock: Issued for construction, 60,000 shares; total cash realized, \$6,000,000. Issued by San Francisco and North Pacific Railway Company in payment for the several properties acquired March 19, 1889, and reorganized.

FUNDED DEBT.

Class of Bond or Obligation.		Amount of Authorized Issue.	Amount Issued and now Outstanding.
First mortgage—Jan. 1, 1889; due Jan. 1, 1919		\$4,500,000 00	\$4,150,000 00

Class of Bond or Obligation.	Rate of Interest.	Interest Accrued During Year.	Interest Paid During Year.
First mortgage—Jan. 1, 1889...	5 per cent, Jan. and July.	\$207,045 56	\$207,045 56

Issued during year, and included in above, first mortgage bonds, January 1, 1889, to January 1, 1919, to the amount of \$200,000; cash realized, \$185,000.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.
San Francisco and North Pacific Railway first mortgage	Tiburon to Ukiah	106.00
	Donahue to Junction	5.76
	Fulton to Guerneville	17.61
	Santa Rosa to Sebastopol	6.25
	Ignacio to Glen Ellen	26.63
Total		162.25

All equipment and property mortgaged.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1890.	Cash Assets Available for Payment of Floating Debt and Current Liabilities.
Loans and bills payable..... \$32,188 28	Cash..... \$38,256 63
Audited vouchers and accounts. 70,419 26	Due from agents..... 7,140 23
Wages and salaries..... 21,708 35	Due from solvent companies and individuals..... 12,061 90
	Balance—floating debt..... 65,917 13
Total	Total
\$124,265 89	\$124,265 89

RECAPITULATION.

Accounts.	Total Amounts.	Miles.	Amount per Mile of Road.
Capital stock	\$6,000,000 00	162.25	{ \$36,979 96
Funded debt	4,150,000 00		
Floating debt, balance of	65,917 13		
Totals	\$10,215,917 13	162.25	\$62,964 04

\$24,000 bonds redeemed July 1, 1889, and \$26,000 bonds redeemed July 1, 1890.

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures, not Operating Expenses.
Construction:	
Right of way	\$2,170 25
Fences	3,417 34
Grading and bridge and culvert masonry	1,219 30
Bridges and trestles	705 76
Rails	35,402 97
Ties	6 30
Other superstructure	781 70
Buildings, furniture, and fixtures	2,811 70
Engineering expenses	249 25
Interest and discount—account construction	15,807 26
Telegraph line	34 50
Wharfing, etc.	815 47
Sidings and yard extensions	1,429 16
Other items	460 27
Total construction	\$65,311 23
Equipment:	
Passenger cars	\$12,715 73
Other cars of all classes	176 04
Total equipment	\$12,891 77
Grand total construction and equipment	\$78,203 00

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1889.	Net Additions During Year.	Total Cost to Dec. 31, 1890.	Cost per Mile.
Construction:				
Right of way	\$16,642 20	\$2,170 25	\$18,812 45	-----
Fences	2,102 56	3,417 34	5,519 90	-----
Grading and bridge and culvert masonry	10,722 29	1,219 30	11,941 59	-----
Bridges and trestles	2,802 44	705 76	3,508 20	-----
Rails	18,656 44	35,402 97	54,059 41	-----
Ties	6,865 31	6 30	6,871 61	-----
Other superstructure	2,003 96	781 70	2,785 66	-----
Buildings, furniture, and fixtures	1,494 25	2,811 70	4,305 95	-----
Shop machinery, tools, etc.	1,397 18	-----	1,397 18	-----
Engineering expenses	2,804 05	249 25	3,053 30	-----
Interest and discount—account construction	734 21	15,807 26	16,541 47	-----
Telegraph line	-----	34 50	34 50	-----
Wharfing, etc.	44 30	815 47	859 77	-----
Sidings and yard extensions	5,338 61	1,429 16	6,767 77	-----
Road built by contract	15,556 51	-----	15,556 51	-----
Purchase of constructed road	29,930 08	-----	29,930 08	-----
Other items	1,914 21	460 27	2,374 48	-----
Total construction	\$119,008 60	\$65,311 23	\$184,319 83	-----
Equipment:				
Passenger cars	\$13,202 07	\$12,715 73	\$25,917 80	-----
Freight cars	979 60	-----	979 60	-----
Other cars of all classes	141 30	176 04	317 34	-----
Total equipment	\$14,322 97	\$12,891 77	\$27,214 74	-----
Purchase price of property under consolidation, but not segre- gated	\$10,000,000 00	-----	-----	-----
Grand total cost construction and equipment	\$10,133,331 57	\$78,203 00	\$10,211,534 57	\$62,936 83

INCOME ACCOUNT.

Gross earnings from operation	\$799,388 13	
Less operating expenses	522,102 95	
Income from operation		\$277,285 18
Deductions from income:		
Interest on funded debt accrued during year	\$207,045 56	
Taxes	26,500 00	
Total deductions from income		233,545 56
Net income		\$43,739 62
Payments from net income (bonds redeemed)		25,000 00
Surplus for year ending December 31, 1890		\$18,739 62

DR.

GENERAL BALANCE SHEET.

CR.

Cost of road and equipment	\$10,000,000 00	Capital stock	\$6,000,000 00
Other investments	211,534 57	Funded debt	4,150,000 00
Cash items	38,256 63	Floating debt	124,265 89
New work suspense account	112,566 14	Sinking fund paid	50,000 00
Other assets:		Sale of old material	30,561 73
Materials and supplies	42,290 99	Profit and loss:	
Sinking fund	610 00	Surplus from operation,	
Sundries	19,482 13	to date	69,912 94
	\$10,424,740 46		\$10,424,740 56

• FINANCIAL OPERATIONS FOR THE YEAR.

Resources.	Appropriation of Resources.
Net income from operation .....\$277,285 18	Interest on funded debt paid .. \$207,045 56
Net amount realized from bonds issued..... 200,000 00	Taxes 26,500 00
Net amount decrease of other assets 82,566 30	Reduction of funded debt 26,000 00
Receipts from other sources 30,561 73	Reduction of floating debt..... 115,274 08
	Permanent improvements..... 65,311 23
	Equipment 12,891 77
	Increase of cash assets 24,824 43
	Other expenditures 112,566 14
Total .....\$590,413 21	Total .....\$590,413 21

EARNINGS FROM OPERATION.

Items.	Total Receipts.	Deductions, Etc.	Actual Earnings.
Passenger revenue.....	\$390,877 64		
Less excess fares refunded, and other repayments.....		\$1,818 25	
Total passenger revenue.....			\$389,059 39
Mail	\$15,848 19		
Express	15,527 90		
Extra baggage and storage.....	921 35		
Other items (news privilege).....	1,600 00		
			33,897 44
Total passenger earnings.....			\$422,956 83
Freight revenue	\$366,155 34		
Less overcharged to shippers, and other repayments.....		\$4,468 05	
Total freight revenue.....			361,687 29
Total passenger and freight earnings.....			\$784,644 12
Other earnings from operations:			
Rentals of buildings, tracks, yards, and terminals..	\$13,026 65		
Other sources.....	1,717 36		
Total other earnings.....			14,744 01
Total gross earnings from operation.....			\$799,388 13

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway	\$35,406 25	\$30,160 89	\$65,567 14
Renewals of rails	7,124 65	6,069 34	13,193 99
Renewals of ties	9,698 23	8,261 46	17,959 69
Repairs of bridges and culverts	11,926 25	10,159 40	22,085 65
Repairs of fences, road-crossings, signs, and cattle guards	1,786 73	1,522 04	3,308 77
Repairs of buildings	3,598 85	3,061 43	6,655 28
Repairs of docks and wharves	1,597 83	1,361 12	2,958 95
Repairs of telegraph	114 40	97 47	211 87
Other expenses	10,946 84	9,325 09	20,271 93
Totals	\$82,195 03	\$70,018 24	\$152,213 27
Maintenance of equipment:			
Repairs and renewals of locomotives	\$6,618 24	\$5,637 76	\$12,256 00
Repairs and renewals of passenger cars	7,352 70	-----	7,352 70
Repairs and renewals of freight cars	-----	7,961 08	7,961 08
Repairs and renewals of ferry-boats, tugs, floats, and barges	4,536 44	3,864 38	8,400 82
Shop machinery, tools, etc.	1,044 63	839 88	1,984 51
Other expenses	2,962 63	2,523 74	5,486 37
Totals	\$22,514 64	\$20,876 84	\$43,391 48
Conducting transportation:			
Wages of enginemen, firemen, and round- housemen	\$12,926 43	\$11,011 42	\$23,937 85
Fuel for locomotives	36,725 79	31,284 94	68,010 73
Water supply for locomotives	1,209 07	1,029 96	2,239 03
All other supplies for locomotives	1,203 69	1,025 10	2,228 79
Wages for other trainmen	12,690 37	10,725 13	23,415 50
All other train supplies	2,420 91	2,062 26	4,483 17
Wages of switchmen, flagmen, and watchmen	791 02	673 85	1,464 37
Expense of telegraph, including train dis- patchers and operators	1,442 40	1,228 77	2,671 23
Wages of station agents, clerks, and laborers	16,847 51	13,925 67	30,773 18
Station supplies	1,812 87	1,544 31	3,357 18
Loss and damage	1,023 48	*871 87	1,895 35
Injuries to persons	528 52	450 23	978 75
Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel, and supplies	36,443 20	31,044 21	67,487 41
Other expenses	516 21	439 75	955 96
Totals	\$125,981 53	\$107,317 38	\$233,298 91
General expenses:			
Salaries of officers	\$12,760 15	\$10,889 76	\$23,649 91
Salaries of clerks	5,498 71	4,684 09	10,182 80
General office expenses and supplies	2,000 65	1,704 26	3,704 91
Advertising	14,077 29	3,519 32	17,596 61
Insurance	2,025 00	1,725 00	3,750 00
Rents of buildings, tracks, yards, and terminal	6,527 25	5,560 25	12,087 50
Legal expenses	5,576 65	4,750 49	10,327 14
Other general expenses	6,436 80	5,483 62	11,920 42
Totals	\$54,902 50	\$38,296 79	\$93,199 29
Recapitulation of expenses:			
Maintenance of way and structures	\$82,195 03	\$70,018 24	\$152,213 27
Maintenance of equipment	22,514 64	20,876 84	43,391 48
Conducting transportation	125,981 53	107,317 38	233,298 91
General expenses	54,902 50	38,296 79	93,199 29
Grand totals	\$285,593 70	\$236,509 25	\$522,102 95
Percentage of operating expenses to earnings.	35.74	29.59	65.31

IMPORTANT CHANGES DURING THE YEAR.

The road was extended from Santa Rosa to Sebastopol, a distance of 6.25 miles, being opened on February 17, 1890.

First mortgage bonds to the amount of \$200,000 were issued for extension.

STATEMENT OF ACCOUNT BETWEEN JAMES M. DONAHUE AND J. AND W. SELIGMAN & Co., AND LADENBURG, THALMANN & Co.

	Expended to December 31, 1890.	
Sonoma Valley Railroad (widening gauge):		
Engineering expenses	\$710 30	
Bridges and trestles	8,783 08	
Broadening gauge (labor)	1,701 24	
Iron rails (1,862½ tons) and labor	61,238 46	
Fastenings	5,196 23	
Cross ties (36,109) and labor	15,381 58	
Track tools	255 16	
Switches and frogs	824 18	
Right of way, etc.	265 15	
Grading	1,231 17	
Surfacing	1,325 66	
Fencing and cattle guards	1,007 11	
Turntable at Glen Ellen	512 62	
Turntable at Ignacio	629 79	
Turntable and track, etc., at Ignacio	206 77	
Siding at Glen Ellen	515 54	
Siding at Sonoma	636 85	
Siding at Hills	241 41	
Siding at Buena Vista	308 73	
Siding at Roses	244 16	
Siding at Schellville	187 09	
Siding at Madrona	704 05	
Siding at Charwet	82 70	
Ballasting	1,250 99	
Superintendence	330 50	
Station houses, platforms, etc.	1,202 86	
Station grounds	64 50	
Stock pens and chutes	28 25	
Crossings	39 49	
Water tanks	49 00	
		\$105,151 52
Cloverdale and Ukiah Railroad (equipping, etc.):		
New depots	\$4,952 14	
New fencing	10,967 93	
New engines	27,272 27	
New flat cars	12,779 74	
New box cars	12,312 17	
		68,284 25
New steamer (construction of):		
Engineering expenses	\$825 11	
Hull of steamer (lumber, labor, etc.)	12,214 03	
Hull of steamer (paid Dixie Bros., contractors)	48,250 00	
Machinery and boiler (paid S. & H. Hinckley, contractors)	81,400 00	
Superintendence (wages)	3,424 00	
Insurance	188 49	
Joining work	20,399 62	
Painting	5,655 95	
Equipment	3,719 46	
Steering gear	1,912 00	
Sundries	292 70	
Watching	460 00	
Plumbing	409 42	
Stairs	240 00	
Glazing	314 00	
Dockage	676 20	
Life boats	550 00	
Track (cost of rails and fastenings)	1,043 31	
Fuel	399 35	
Heating	430 05	
		182,803 69
Grand total		\$356,239 46

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

CONTRACTS, AGREEMENTS, ETC.

Wells, Fargo & Co., to carry express; United States to carry mails; California Transfer Company, to handle baggage; Western Union Telegraph Company, to attend to telegraph; news privilege with P. M. Clarkson.

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Daily Compensation.
General officers.....	5	\$23,629 91	\$13 13
Superintendent.....	1	2,400 00	6 67
Attorney.....	1	6,000 00	16 67
Master Mechanic.....	1	2,000 00	5 57
General office clerks.....	12	10,182 80	2 36
Soliciting agents.....	2	2,160 00	3 00
Station agents.....	31	23,307 60	2 09
Other station men.....	9	6,246 60	1 92
Enginemen.....	12	14,491 80	3 35
Firemen.....	12	8,205 00	1 90
Conductors.....	12	12,720 00	2 94
Other trainmen.....	14	11,010 00	2 18
Machinists.....	9	6,713 40	2 41
Carpenters, in shop, Bridge and Building Department.....	34	31,535 40	2 99
Other shopmen.....	31	25,578 00	2 66
Roadmaster.....	1	1,440 00	4 00
Section foremen.....	27	20,399 40	2 44
Other trackmen.....	126	713,803 40	1 83
Switchmen, flagmen, and watchmen.....	2	1,440 00	2 00
Telegraph operators and dispatchers.....	1	960 00	2 67
Employés—account floating equipment.....	35	32,256 60	2 56
All other employés and laborers.....	33	20,681 40	2 02
Storekeepers.....	2	1,800 00	2 90
Totals.....	413	\$336,461 31	-----

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue	744,069	
Number of passengers carried one mile	18,290,353	
Average distance carried—miles	24.58	
Total passenger revenue		\$389,069 39
Amount received from each passenger		52.29
Average receipts per passenger per mile		02.13
Cost of carrying each passenger one mile		01.61
Passenger earnings per mile of road		2,397 90
Passenger earnings per train mile		1 59
Freight traffic:		
Number of tons of freight earning revenue	163,905	
Number of tons carried one mile	8,645,531	
Average distance haul of one ton—miles	52.80	
Total freight revenue		361,687 29
Amount received for each ton of freight		2 21
Average receipts per ton per mile		04.18
Cost of carrying one ton one mile		02.92
Freight earnings per mile of road		2,229 19
Freight earnings per train mile		3 37
Passenger and freight:		
Passenger and freight earnings		750,746 68
Passenger and freight earnings per mile of road		4,627 09
Expense per mile of road		3,378 13
Total earnings per mile of road, including mails, ex- press, etc.		4,926 89
Train mileage:		
Miles run by passenger trains	230,770	
Miles run by freight trains	69,332	
Miles run by mixed trains	50,538	
Total mileage trains earning revenue	350,640	
Miles run by switching trains	12,744	
Miles run by construction and other trains	25,309	
Total train mileage	388,693	
Mileage of loaded freight cars—north or east	518,492	
Mileage of loaded freight cars—south or west	693,496	
Mileage of empty freight cars—north or east	259,382	
Mileage of empty freight cars—south or west	81,898	
Average number of freight cars in train	27	
Average number of loaded cars in train	17	
Average number of empty cars in train	10	
Average number of tons of freight in train	88	
Average number of tons of freight in each loaded car	5	

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

FREIGHT TRAFFIC MOVEMENT—(Company's material excluded).

Commodities.	Tons.	Per Cent.
Products of agriculture:		
Grain	3,490	2.13
Flour	2,833	1.73
Other mill products	1,880	1.14
Hay	2,245	1.37
Fruit and vegetables	9,204	5.62
Products of animals:		
Live stock	3,060	1.89
Wool	826	.50
Products of mines:		
Coke and charcoal	3,000	1.83
Stone, sand, and other like articles	23,940	14.61
Products of forest:		
Lumber and cordwood	37,907	23.12
Manufactures:		
Cement, brick, and lime	6,733	4.11
Wines, liquors, and beers	13,176	8.04
Merchandise and other commodities not mentioned	55,581	33.91
Total tonnage	163,905	100.00

DESCRIPTION OF EQUIPMENT.

	Total at End of Year.
Locomotives:	
Passenger, freight, and switching	18
Cars in passenger service:	
First class passenger cars	34
Second class passenger cars	3
Combination passenger cars	4
Parlor cars	1
Baggage, express, and postal cars	4
Other cars in passenger service	7
Total	53
Cars in freight service:	
Box cars	103
Flat cars	275
Stock cars	13
Total	391
Cars in company's service:	
Gravel cars	13
Caboose cars	2
Other road cars	66
Total	81
Total owned	543

Also steamers "Tiburón," "J. M. Donahue," and "Ukiah."

MILEAGE OF ROAD OPERATED.

Line in Use.	Main Line.	Branches.	Total Mileage.	Construct- ed During Year.	Iron Rails.	Steel Rails.
Length of single track	106	56.25	162.25	6.25	57.59	104.66
Length of yard track, sid- ings, and spurs			23.48		23.48	
Aggregate length of all tracks	106	56.25	185.73	6.25	81.07	104.66

The entire mileage is in California.

RENEWALS OF RAILS AND TIES.

New rails laid during year, iron, 211,113 tons; steel, 2,361,113 tons. Average price of rails at distributing point: Iron, \$32 per ton; steel, \$44 per ton. New ties laid during year, 32,601 redwood. Average price at distributing point, 35 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal— Tons.	Wood— Cords.	Total Fuel Consumed— Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger	5,508	6,466	8,741	230,770	50.4
Freight				69,332	
Switching				12,744	
Construction				25,309	
Mixed				50,538	
Average cost at distributing point	\$8 00	\$4 00			

ACCIDENTS.

Persons.	Number Killed.	Number Injured.	Total.	Kind of Accident.	Number Killed.	Number Injured.	Total.
Passengers		3	3	Coupling cars		1	1
Employés		3	3	Grade crossing		1	1
Other persons	1	2	3	Other causes	1	6	7
Totals	1	8	9	Totals	1	8	9

CHARACTERISTICS OF ROAD.

Working Divisions or Branches.	Length—Miles.....	Alignment.		
		Number of Curves.	Aggregate Length of Curved Lines—Miles.....	Length of Straight Track—Miles.....
Main line—Tiburon to Ukiah	106.00	188	25.34	80.66
Branches—Donahue to Junction main line	5.76	5	1.04	4.72
Fulton to Guerneville, 15.27; not known, 2.34	17.61	53	7.24	8.03
Santa Rosa to Sebastopol	6.25	6	.92	5.33
Ignacio to Glen Ellen	26.63	46	5.21	21.42
Total	162.25			

Working Divisions or Branches.	Profile.						
	Length of Level Track—Miles.....	Number of Ascending Grades.	Sum of Ascents—Feet.....	Aggregate Length of Ascending Grades—Miles ..	Number of Descending Grades.	Sum of Descents—Feet.....	Aggregate Length of Descending Grades—Miles ..
Main line—Tiburon to Ukiah	29.76	44	1,176.3	48.89	35	572.3	27.35
Branches—Donahue to Junction main line	2.64	7	2.05	1.48	5	19.5	1.64
Fulton to Guerneville, 15.27; not known, 2.34	6.46	11	4.85	2.70	11	128.5	6.11
Santa Rosa to Sebastopol	1.36	1	3.00	.15	11	90.0	4.74
Ignacio to Glen Ellen	11.55	15	292.6	11.31	14	81.6	3.77
Total							

Bridges: Iron, 2; wooden, 10; combination, 1.

Trestles: Aggregate length, 3,698.96 feet.

Tunnels: Number, 9; maximum length, 1,851 feet; minimum length, 248 feet; aggregate length of all tunnels, 2,985 feet.

Gauge of track: 4 feet 8½ inches.

Telegraph operated by this company: 106 miles of line, or 212 miles of wire.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From Donahue to Santa Rosa	Jan. 1, 1870.
From Santa Rosa to Windsor	Mar. 1, 1871.
From Windsor to Grants	April 10, 1871.
From Grants to Healdsburg	July 1, 1871.
From Healdsburg to Cloverdale	April 15, 1872.
From Fulton to Guerneville	May 29, 1876.
From Petaluma to San Rafael	June 2, 1879.
From Sonoma Landing to Glen Ellen	Aug. 23, 1880.
From San Rafael to Tiburon	May 1, 1885.
From Ignacio to Sears Point	June 1, 1888.
From Cloverdale to Ukiah	May 1, 1889.
From Santa Rosa to Sebastopol	Feb. 17, 1890.

GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

The county of Sonoma in 1872 issued bonds to the amount of \$3,000 per mile.

APPLICATION OF AMOUNT PLACED IN HANDS OF TRUSTEES FOR REDEMPTION OF BONDS.

	Bonds Redeemed.	Amount.	Cost.	Total Received by Trustees.
To December 31, 1889	24	\$24,000 00	\$24,000 00	\$25,000 00
During year	28	26,000 00	24,960 00	25,000 00
Totals	50	\$50,000 00	\$48,960 00	\$50,000 00
			Balance on Hand.	Discount or Premium.
To December 31, 1889			\$743 33	) \$1,040 00
During year			610 00	
Totals			\$610 00	\$1,040 00

STATE OF CALIFORNIA, }
City and County of San Francisco. } ss.

J. F. Burgin, President of the San Francisco and North Pacific Railway Company, and Thomas Mellersh, the Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing thirty-three sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

J. F. BURGIN,
President S. F. & N. P. Ry. Co.
THOMAS MELLERSH,
Secretary S. F. & N. P. Ry. Co.

Subscribed and sworn to before me, this twentieth day of April, 1891.

[SEAL]

DAVID HANLON,
Notary Public.

CARSON AND COLORADO RAILROAD COMPANY (THIRD DIVISION).

HISTORY.

1. Name of common carrier making this report: Carson and Colorado Railroad Company (Third Division).
2. Date of organization: November 21, 1881.
3. Under laws of what Government, State, or Territory organized: State of California.
4. Is not a consolidated company.
7. Carrier operating the road of this company: Carson and Colorado Railroad Company, an incorporation of the State of Nevada.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
H. M. Yerrington	Carson City, Nevada.....	..... Until successor qualifies.
D. L. Bliss.....	Carson City, Nevada.....	..... Until successor qualifies.
D. A. Bender.....	Carson City, Nevada.....	..... Until successor qualifies.
W. S. Wood.....	San Francisco.....	..... Until successor qualifies.
M. B. Langhorn.....	San Francisco.....	..... Until successor qualifies.
J. H. Dobinson.....	San Francisco.....	..... Until successor qualifies.
S. P. Smith.....	Sacramento.....	..... Until successor qualifies.

Number of stockholders at date of last election: 13.

Last meeting of stockholders for election of Directors: November 17, 1885.

Post Office address of general office: 305 Sansome Street, San Francisco.

Post Office address of operating office: Carson City, Nevada.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	H. M. Yerrington.....	..... Carson City, Nev.
President.....	H. M. Yerrington.....	..... Carson City, Nev.
Vice-President.....	W. S. Wood.....	..... San Francisco.
Secretary.....	D. A. Bender.....	..... Carson City, Nev.
Treasurer.....	S. P. Smith.....	..... Sacramento, Cal.
Assistant Treasurer.....	J. H. Dobinson.....	..... 305 Sansome St., S. F.
<i>Officers of Carson and Colorado Railroad Company, Lessee of this Company's Property.</i>		
Chief Engineer.....	Robert J. Laws.....	..... Hawthorne, Nev.
General Solicitor.....	Hon. W. M. Stewart.....	..... Carson City, Nev.
Auditor and Paymaster.....	George T. Mills.....	..... Carson City, Nev.
General Superintendent.....	H. M. Yerrington.....	..... Carson City, Nev.
Assistant Superintendent.....	Robert J. Laws.....	..... Hawthorne, Nev.
General Passenger, Ticket, and Freight Agent.....	D. A. Bender.....	..... Carson City, Nev.
Superintendent of Telegraph.....	A. M. Ardery.....	..... Carson City, Nev.
General Baggage Agent.....	D. A. Bender.....	..... Carson City, Nev.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—35,000 shares common.....	\$100 00	\$3,500,000 00	\$1,620,000 00

Manner of payment for capital stock: Issued for construction, 16,200 shares, at the rate of \$15,000 per mile, for the construction of one hundred and eight miles of railroad, including equipment, in accordance with the terms and conditions of a certain contract made and entered into therefor.

FUNDED DEBT.

Class of Bond or Obligation.	Amount Issued and now Outstanding.	Rate of Interest.	Interest Accrued During Year.
First mortgage 6 per cent 30-year bonds, Series C—July 2, 1888; July 2, 1918	\$1,620,000 00	6 per cent, Jan. & July	\$97,200 00

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.
First mortgage 6 per cent 30-year bonds, Series C	Nevada and California State line to Keeler, Inyo County, California	108

All equipment is mortgaged.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1890.	Cash Assets Available for Payment of Floating Debt and Current Liabilities.
Matured interest unpaid	Balance—floating debt
Unpaid interest due	
Total	Total

RECAPITULATION.

Accounts.	Total Amounts.	Miles.	Amount per Mile of Road.
Capital stock	\$1,620,000 00	108	\$15,000 00
Funded debt	1,620,000 00	108	15,000 00
Floating debt, balance of	693,000 00	108	6,416 66
Totals	\$3,933,000 00		\$36,416 66

PERMANENT IMPROVEMENTS FOR THE YEAR.

Unable to furnish information here called for, as statistics and accounts have not been kept separate from the expenditure of Carson and Colorado Railroad Company, lessee of this company's property.

COST OF ROAD AND EQUIPMENT.

Total construction and equipment, in capital stock and bonds of the company, to December 31, 1890, \$3,240,000; cost per mile, \$30,000.

Unable to furnish the information in detail, as called for above, as the railroad of the company and its equipment were paid for under contract by an issue of its capital stock and its bonds, at the rate of \$15,000 per mile each.

INCOME ACCOUNT.

Deficit for the year ending December 31, 1890 (interest accrued and unpaid), \$97,200.

The income from operation of this company's property has not been kept separate from the income of the Carson and Colorado Railroad Company, lessee, therefore unable to furnish the information called for.

The railroad and other property of this company are leased to and operated by the Carson and Colorado Railroad Company (an incorporation of the State of Nevada), the consideration being that the lessee will maintain and preserve the property in good condition, and pay and discharge at maturity all taxes, duties, and assessments that may be imposed thereon.

No net revenue has been received by said lessee, as the earnings have been less than the fixed charges and operating expenses on the property.

Dr.		GENERAL BALANCE SHEET.		Cr.
Cost of road and equipment, in capital stock and bonds issued therefor.....		\$3,240,000 00	Capital stock	\$1,620,000 00
			Funded debt.....	1,620,000 00
			Floating debt.....	243,000 00
			Accrued interest on funded debt not yet payable.....	450,000 00

MILEAGE OF ROAD OPERATED.

Length of single track, $107\frac{3}{10}$ miles; length of yard track, sidings, and spurs, $3\frac{7}{10}$ miles; aggregate length of all tracks, $111\frac{3}{10}$ miles—all in California.

CHARACTERISTICS OF ROAD.

Tunnels: Length, 238 feet.

Gauge of track: 3 feet.

Telegraph: Operated by Western Union Telegraph Company, about 300 miles of line.

Number of stations on all roads operated by this company in California, 5.

DESCRIPTION OF ROAD.

The road from Nevada and California State line to Keeler, Inyo County, California, was opened for traffic on August 1, 1883.

LANDS OR PROPERTY, INCLUDING RIGHT OF WAY, DONATED.

Lands for right of way and for station purposes were donated by the United States.

STATE OF NEVADA, }
County of Ormsby. } ss.

H. N. Yerrington, President of the Carson and Colorado Railroad Company (Third Division), and D. A. Bender, Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

H. M. YERRINGTON,
President.

D. A. BENDER,
Secretary.

Subscribed and sworn to before me, this twenty-ninth day of June, 1891.

[SEAL]

FRANK E. MURPHY,
Notary Public.

NORTH PACIFIC COAST RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: North Pacific Coast Railroad Company.
2. Date of organization: December 16, 1871.
3. Under laws of what Government, State, or Territory organized: Incorporated under the general incorporation laws of the United States relative to railroad companies, approved May 20, 1861; also, under laws of State of California.
4. Original corporation.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
John W. Coleman	Oakland	February 9, 1891.
W. Steel	San Francisco	February 9, 1891.
W. Young	San Francisco	February 9, 1891.
W. R. Fortune	San Francisco	February 9, 1891.
A. Borel	San Francisco	February 9, 1891.
C. Denervaud	San Francisco	February 9, 1891.
J. B. Mackie	Oakland	February 9, 1891.

Number of stockholders at date of last election: 10.

Last meeting of stockholders for election of Directors: February 10, 1890.

Post Office address of general and operating offices: 33 Pine Street, San Francisco.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board and President	John W. Coleman	San Francisco.
Vice-President	W. Steel	San Francisco.
Secretary	F. B. Latham	San Francisco.
Treasurer	London and San Francisco Bank	San Francisco.
Chief Engineer	R. B. Symington	San Francisco.
General Solicitor	Charles Page	San Francisco.
Auditor	F. B. Latham	San Francisco.
General Manager	John W. Coleman	San Francisco.
Superintendent	E. H. Shoemaker	Sausalito, Marin Co.
Traffic Manager	W. F. Russell	San Francisco.
General Passenger and Ticket Agent	F. B. Latham	San Francisco.
General Freight Agent	W. F. Russell	San Francisco.

PROPERTY OPERATED.

Name.	Terminal.	Description.	Miles.
North Pacific Coast Railroad	{San Francisco to Duncan's Mills	Main line	79 $\frac{1}{2}$
	{San Anselmo to San Rafael	Branch line	2
Northwestern Railroad Company of California	Duncan's Mills to Cazadero	Leased line	7 $\frac{1}{2}$
San Rafael and San Quentin Railroad	San Rafael to San Quentin	Leased line	3 $\frac{1}{2}$
San Francisco, Tamalpais, and Bolinas Railroad	Bay Junction to Mills Valley	Leased line	1 $\frac{1}{2}$
Total .....	.....	.....	94

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—80,000 shares common.....	\$100 00	\$3,000,000 00	\$2,500,000 00

Manner of payment for capital stock: Issued for cash, 25,000 shares; total cash realized, \$2,500,000.

FUNDED DEBT.

Class of Bond or Obligation.	Amount of Authorized Issue.	Amount Issued and now Outstanding.	Cash Realized on the Amount Outstanding.
First mortgage—Nov. 14, 1881; due Nov. 1, 1901.	\$600,000 00	\$590,000 00	\$590,000 00
Second mortgage—Nov. 14, 1881; due Nov. 1, 1901	500,000 00	500,000 00	500,000 00
First mortgage—Jan. 2, 1883; due Jan. 2, 1889..	150,000 00	150,000 00	150,000 00
Totals	\$1,250,000 00	\$1,240,000 00	\$1,240,000 00

Class of Bond or Obligation.	Rate of Interest.	Interest Accrued During Year.	Interest Paid During Year.
First mortgage	6 per cent, May 1	\$35,400 00	\$35,400 00
Second mortgage	3 per cent, November 1	25,000 00	25,000 00
First mortgage	5 per ct., Jan. 2 & July 2	7,500 00	7,500 00
Totals .....	.....	\$67,900 00	\$67,900 00

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.
First and second mortgage bonds.....	San Francisco to shops	7
	Carte Madero to Duncans.....	67½
First mortgage bonds	San Anselmo to San Rafael.....	2
	Shops to Carte Madero.....	5

To secure the first and second mortgage bonds, a lien was given on all the equipment of the road, and also on 5,958 acres of land in Sonoma County.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1890.	Cash Assets Available for Payment of Floating Debt and Current Liabilities.
Audited vouchers and accounts. \$54,208 26	Cash \$8,256 78
Wages and salaries 22,052 24	Due from agents 4,860 25
Matured interest coupons unpaid (including coupons due July 1) 4,560 00	Due from solvent companies and individuals..... 21,298 92
Miscellaneous 215,743 95	Balance—floating debt..... 262,149 50
Total \$296,564 45	Total \$296,564 45

Amount of interest and discount paid during year upon floating debt and current liabilities, \$8 46.

RECAPITULATION.

Accounts.	Total Amounts.	Miles.	Amount per Mile of Road.
Capital stock	\$2,500,000 00	81½	\$30,769 23
Funded debt	1,240,000 00	81½	15,261 54
Floating debt, balance of.....	262,149 50	81½	3,226 45
Totals	\$4,002,149 50	-----	\$49,257 22

PERMANENT IMPROVEMENTS FOR THE YEAR.

Cost of construction and equipment during year, \$4,144 51, segregated as follows: Construction of new wharf, \$3,213 39; freight cars, \$931 12.

COST OF ROAD AND EQUIPMENT.

Total cost of construction and equipment to December 31, 1889, \$3,144,805 95; net additions during year, \$4,144 51; total cost to December 31, 1890, \$3,148,950 46; cost per mile of road, \$38,756 81.

INCOME ACCOUNT.

Gross earnings from operation.....	\$393,822 16	
Less operating expenses.....	316,774 71	
Income from operation.....		\$77,047 45
Deductions from income:		
Interest on funded debt accrued during year.....	\$67,990 00	
Interest and discount on floating debt paid during year.....	8 46	
Taxes.....	6,739 05	
Other deductions.....	2,587 50	
Total deductions from income.....		77,325 01
Loss		\$277 56
Deficit for year ending December 31, 1889.....		755,065 25

DR.	GENERAL BALANCE SHEET.		CR.
Cost of road and equipment ..	\$3,148,950 46	Capital stock	\$2,500,000 00
Cash items	34,414 95	Funded debt	1,240,000 00
Other assets:		Floating debt	296,564 45
Materials and supplies	6,969 92	Accrued interest on funded	
Sundries	100,967 93	debt not yet payable	10,081 62
Deficit from operation	755,342 81		
	<u>\$4,046,646 07</u>		<u>\$4,046,646 07</u>

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation ---	\$77,047 45	Interest on funded debt paid..	\$67,990 00
Net increase floating debt.....	33,208 75	Other interest paid	8 46
Receipts from other sources...	6,219 70	Taxes.....	6,739 05
		Permanent improvements...	35,006 38
		Equipment	931 12
		Constructing new wharf.....	3,213 39
		Other expenditures	2,587 50
	<hr/> \$116,475 90		<hr/> \$116,475 90

EARNINGS FROM OPERATION.

Items.	Actual Earnings.
Passenger revenue	\$178,215 23
Mail	6,386 08
Express	16,885 20
Total passenger earnings	\$201,486 51
Freight revenue	185,950 55
Total passenger and freight earnings	\$387,437 06
Other earnings from operations	6,385 10
Total gross earnings from operation	\$393,822 16

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway	\$30,978 09	\$30,978 09	\$61,956 18
Repairs of bridges and culverts	7,100 35	7,100 36	14,200 71
Repairs of fences, road-crossings, signs, and cattle guards	289 49	289 49	578 98
Repairs of buildings	3,265 27	3,265 26	6,530 53
Repairs of docks and wharves	2,023 02	2,023 02	4,046 04
Other expenses	250 00	250 00	500 00
Totals	\$43,906 22	\$43,906 22	\$87,812 44
Maintenance of equipment:			
Repairs and renewals of locomotives	\$4,158 04	\$4,158 05	\$8,316 09
Repairs and renewals of passenger cars	4,553 56		4,553 56
Repairs and renewals of freight cars		6,510 88	6,510 88
Repairs and renewals of ferry-boats, tugs, floats, and barges	14,847 87	719 52	15,567 39
Shop machinery, tools, etc.	631 34	631 35	1,262 69
Other expenses	106 13	106 12	212 25
Totals	\$24,296 94	\$12,125 92	\$36,422 86
Conducting transportation:			
Wages of enginemen, firemen, and round-housemen	\$10,654 53	\$5,740 00	\$16,394 53
Fuel for locomotives	18,875 39	8,686 77	27,562 16
Water supply for locomotives	955 65	955 66	1,911 31
Wages of other trainmen	7,880 19	5,739 73	13,619 92
All other train supplies	876 50	876 50	1,753 00
Wages of switchmen, flagmen, and watchmen, expense of telegraph, including train dispatchers and operators, and also wages of station agents, clerks, and laborers	11,052 06	11,052 06	22,104 12
Station supplies	68 65	68 65	137 30
Injuries to live stock		798 45	798 45
Loss and damage		1,250 31	1,250 31
Injuries to persons	975 00		975 00
Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel, and supplies	57,219 43	19,262 94	76,482 37
Totals	\$108,557 40	\$54,431 07	\$162,988 47

OPERATING EXPENSES—Continued.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
General expenses:			
Salaries of officers and clerks.....	\$5,205 82	\$5,205 83	\$10,411 65
Salaries of Superintendents.....	2,250 00	2,250 00	4,500 00
Advertising.....	3,718 90		3,718 90
Rents of buildings, tracks, yards, and terminal.....	3,125 50	3,125 50	6,251 00
Legal expenses.....	985 00		985 00
Stationery and printing.....	1,258 04	1,258 03	2,516 07
Other general expenses.....	584 16	584 16	1,168 32
Totals.....	\$17,127 42	\$12,423 52	\$29,550 94
Recapitulation of expenses:			
Maintenance of way and structures.....	\$43,906 22	\$43,906 22	\$87,812 44
Maintenance of equipment.....	24,296 94	12,125 92	36,422 86
Conducting transportation.....	108,557 40	54,451 07	162,988 47
General expenses.....	17,127 42	12,423 52	29,550 94
Grand totals.....	\$193,887 98	\$122,886 73	\$316,774 71
Percentage of operating expenses to earnings.....			80.44

RENTALS PAID.

Rent paid for leased roads, as follows: San Rafael and San Quentin Railroad, Northwestern Railroad Company of California, and San Francisco, Tamalpais, and Bolinas—are included in general expenses.

CONTRACTS, AGREEMENTS, ETC.

1. Wells, Fargo & Co.
2. United States mails from San Francisco to Cazadero, and from San Anselmo to San Quentin.
7. Western Union. We furnish agents, and do this business free when one agent can attend to it; beyond that they furnish their own agent and operator.

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Daily Com- pensation.
General officers.....	4	\$9,900 00	\$6 80
General office clerks.....	3 ¹ / ₂	2,491 65	2 07
Station agents.....	20	13,746 40	1 91
Other station men.....	48 ¹ / ₂	9,378 85	2 22
Enginemen.....	11 ¹ / ₂	10,128 00	3 80
Firemen.....	13 ³ / ₄	5,609 69	2 23
Conductors.....	9 ¹ / ₂	7,214 50	2 84
Other trainmen.....	20	7,689 88	1 65
Machinists.....	1 ¹ / ₂	1,103 27	3 45
Carpenters.....	1	1,160 95	3 59
Other shopmen.....	14 ¹ / ₂	14,985 26	2 11
Section foremen.....	18 ³ / ₄	12,302 18	2 35
Other trackmen.....	129	55,699 14	1 48
Switchmen, flagmen, and watchmen.....	3	2,090 00	1 26
Telegraph operators and dispatchers.....	1	1,200 00	3 28
Employés—account floating equipment.....	60 ¹ / ₂	29,078 10	2 83
Totals.....	355 ⁵ / ₂	\$183,777 87	\$2 06

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue	892,676	
Total passenger revenue		\$178,215 23
Amount received from each passenger		19.864
Passenger earnings per mile of road		1,896 80.670
Passenger earnings per train mile		87.079
Freight traffic:		
Number of tons carried of freight earning revenue	91,899	
Number of tons carried one mile	4,604,735	
Average distance haul of one ton—miles	50.38	
Total freight revenue		185,960 55
Amount received for each ton of freight		2 03.449
Average receipts per ton per mile		04.088
Cost of carrying one ton one mile		02.669
Freight earnings per mile of road		1,978 17.606
Freight earnings per train mile—south or west		1 80.709
Passenger and freight:		
Passenger and freight revenue		364,165 78
Passenger and freight revenue per mile of road		3,874 10.404
Expense per mile of road		3,263 56.075
Total earnings per mile of road, including mails, express, etc.		4,189 59.745
Train mileage:		
Miles run by passenger trains	204,657	
Miles run by freight trains	102,900	
Total mileage trains earning revenue	307,557	
Miles run by construction and other trains	39,000	
Total train mileage	346,557	

FREIGHT TRAFFIC MOVEMENT—(Company's material excluded).

Commodities.	Total Tons.	Per Cent.
Products of agriculture:		
Grain	236	.26
Hay	566	.62
Fruit and vegetables	670	.73
Potatoes	1,906	2.18
Products of animals:		
Live stock	2,504	2.74
Dressed meats	746	.82
Butter	897	.98
Products of forest:		
Bark	4,405	4.82
Lumber	30,196	33.04
Wood	20,365	22.28
Charcoal	981	1.07
Merchandise	27,838	30.46
Total tonnage	91,399	100.00

DESCRIPTION OF EQUIPMENT.

	Added During Year.	Total at End of Year.
Locomotives:		
Passenger.....		7
Freight.....		3
Total.....		10
Cars in passenger service:		
First class passenger cars.....		20
Second class passenger cars.....		2
Combination passenger cars.....		3
Baggage, express, and postal cars.....		3
Other cars in passenger service.....		2
Total.....		30
Cars in freight service:		
Box cars.....		30
Flat cars.....	2	253
Stock cars.....		13
Total.....		296
Cars in company's service:		
Caboose cars.....		2
Total.....		2
Total owned.....		338

The Westinghouse air brake and Miller coupler are used on the passenger cars owned by this company.

MILEAGE OF ROAD OPERATED.

Line in Use.	Main Line.	Branches.	Leased.	Total Mileage.	Iron Rails.	Steel Rails.
Length of single track.....	73½	2	12½	88	49½	38½
Length of yard track, sid- ings and spurs.....				12	12	
Aggregate length of all tracks.....				100	61½	38½

The mileage of this company is all in California.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal— Tons.	Wood— Cords.	Total Fuel Consumed— Tons.	Miles Run.	Average Pounds Consumed Per Mile.
Passenger.....	1,256½	2,681½	2,572½	204,657	28.15
Freight.....	50½	2,949½	1,525½	102,900	33.18
Construction.....	15½	1,111½	571½	39,000	32.33
Totals.....	1,322½	6,692½	4,668¾	346,557	

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

ACCIDENTS.

Persons.	Number Injured.	Kind of Accident.	Number Injured.
Passengers	1	Other causes than collisions, derailments, coupling cars, etc.	8
Employés	4		
Other persons	3		
Total	8	Total	8

CHARACTERISTICS OF ROAD.

Bridges: Wooden, 12; combination, 1.

Tunnels: Number, 5; maximum length, 2,629 feet; minimum length, 400 feet; aggregate length of all tunnels, 7,321 feet.

Gauge of track: 3 feet.

Number of stations on all roads operated by this company, 55.

STATE OF CALIFORNIA, }
City and County of San Francisco. } ss.

J. W. Coleman, President of the North Pacific Coast Railroad Company, being duly sworn, deposes and says that the statements, tables, and answers contained in the foregoing have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

JOHN W. COLEMAN,
President.

Subscribed and sworn to before me, this fourteenth day of March, 1891.

[SEAL]

LEWIS B. HARRIS,
Notary Public.

PACIFIC COAST RAILWAY COMPANY.

HISTORY.

1. Name of common carrier making this report: Pacific Coast Railway Company.
2. Date of organization: September 22, 1882.
3. Under laws of what Government, State, or Territory organized: Laws of State of California.
4. Consolidation of San Luis Obispo and Santa Maria Valley Railroad, incorporated April 22, 1875; and Pacific Coast Railway, incorporated April 18, 1882.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
George C. Perkins	San Francisco	February 20, 1891.
John L. Howard	San Francisco	February 20, 1891.
W. H. Starbuck	New York City	February 20, 1891.
J. J. Higgensen	New York City	February 20, 1891.
J. N. Dennison	Boston, Mass.	February 20, 1891.
William Norris	San Francisco	February 20, 1891.
S. V. Smith	San Francisco	February 20, 1891.
S. G. Murphy	San Francisco	February 20, 1891.
Thomas R. Hughes	San Francisco	February 20, 1891.

Number of stockholders at date of last election: 10.

Last meeting of stockholders for election of Directors: February 20, 1890.

Post Office address of general office: No. 10 Market Street, San Francisco.

Post Office address of operating office: San Luis Obispo.

OFFICERS.

Title.	Name.	Location of Office.
President	George C. Perkins	San Francisco.
Vice-President	John L. Howard	San Francisco.
Secretary	Edwin Goodall	San Francisco.
Treasurer	Oregon Improvement Co.	San Francisco.
General Solicitor	Graves & Graves	San Luis Obispo.
General Manager, and General Passenger, Ticket, Freight, and Baggage Agt.	J. M. Fillmore	San Luis Obispo.
Accountant	J. D. Amos	San Luis Obispo.

PROPERTY OPERATED.

The Pacific Coast Railway is operated by main line from Port Harford to Los Olivos, a distance of 76.1 miles.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock	\$100 00	\$1,370,400 00	\$1,370,400 00

Manner of payment for capital stock: Issued for construction, 13,704 shares; cash realized, \$1,370,400.

FUNDED DEBT.

Class of Bond or Obligation.	Amount Issued and now Outstanding.	Cash Realized on the Amount Outstanding.
First mortgage—Nov. 1, 1882; due Sept. 1, 1912	\$1,370,000 00	\$2,608,900 00
Class of Bond or Obligation.	Rate of Interest.	Interest Accrued and Paid During Year.
First mortgage.....	6 per cent, semi-annually.	\$82,200 00

As security for the funded debt, a lien was placed on the road from Port Harford to Los Olivos, a distance of 76.1 miles.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including November 30, 1890.	Cash Assets Available for Payment of Floating Debt and Current Liabilities.
Loans and bills payable..... \$104,169 54	Cash..... \$84,760 62
Audited vouchers and accounts 12,544 42	Bills receivable..... 6,087 82
Net traffic balances due to other companies 3,499 78	Due from agents..... 1,151 17
Matured interest coupons unpaid (including coupons due July 1)..... 20,550 00	Due from solvent companies and individuals..... 1,878 24
Miscellaneous..... 305 46	Other cash assets..... 26,641 25
Total..... \$141,069 20	Balance—floating debt..... 20,550 00
	Total..... \$141,069 20

RECAPITULATION.

Accounts.	Total Amounts.	Miles.	Amount per Mile of Road.
Capital stock.....	\$1,370,400 00	76.1	\$18,007 89
Funded debt.....	1,370,000 00	76.1	18,002 62
Floating debt, balance of.....	20,550 00	76.1	270 04
Totals.....	\$2,760,950 00		\$36,280 55

COST OF ROAD AND EQUIPMENT.

Total cost of construction and equipment to November 30, 1890, \$2,963,040 61; cost per mile of road, \$38,936 14.

INCOME ACCOUNT.

Gross earnings from operation.....	\$155,489 53
Less operating expenses.....	97,079 47
Income from operation.....	\$58,410 06
Interest on funded debt accrued during year.....	82,200 00
Net indebtedness.....	\$23,789 94
Deficit on November 30, 1890.....	96,618 47
Deficit for year ending November 30, 1890.....	23,789 94

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

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DR.	GENERAL BALANCE SHEET.		CR.
Cost of road and equipment.....	\$2,963,040 61	Capital stock	\$1,370,400 00
Agents and conductors	1,151 17	Funded debt.....	1,370,000 00
Bills for collection	6,087 92	Accrued interest on funded debt not yet payable.....	20,550 00
United States Government— Post Office Department.....	1,878 24	Miscellaneous balances	16,349 66
Treasurers	84,760 62	Oregon Improvement Co.....	234,431 62
Materials and supplies.....	26,641 25	Accrued sinking fund	11,490 00
Sinking fund.....	11,490 00	Surplus from operation	71,828 53
	<u>\$3,095,049 81</u>		<u>\$3,095,049 81</u>

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation....	\$58,410 06	Interest on funded debt paid..	\$82,200 00
Net amount decrease of cash assets.....	23,789 94		
Total.....	<u>\$82,200 00</u>	Total.....	<u>\$82,200 00</u>

EARNINGS FROM OPERATION.

Items.	Total Receipts.	Deductions, Etc.	Actual Earnings.
Passenger revenue.....	\$31,661 07		
Excess fares refunded.....		\$46 10	
Total passenger revenue.....			\$31,614 97
Other items.....			4,588 46
Total passenger earnings.....			<u>\$36,203 43</u>
Freight revenue.....	\$94,843 59		
Overcharged to shippers.....		\$1,575 32	
Total freight revenue.....			93,268 27
Total passenger and freight earnings.....			<u>\$129,471 70</u>
Other earnings from operations.....			26,017 83
Total gross earnings from operation.....			<u>\$155,489 53</u>

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway, renewals of rails and ties	\$9,910 40	\$14,865 61	\$24,776 01
Repairs of bridges and culverts	3,368 58	5,037 87	8,396 45
Repairs of fences, road-crossings, signs, and cattle guards	484 84	727 27	1,212 11
Repairs of buildings	117 95	176 93	294 88
Repairs of docks and wharves	371 02	566 54	927 56
Repairs of telegraph	8 36	12 51	20 87
Other expenses	110 87	106 30	277 17
Totals	\$14,362 02	\$21,543 03	\$35,905 05
Maintenance of equipment:			
Repairs and renewals of locomotives	\$1,665 15	\$2,497 74	\$4,162 89
Repairs and renewals of passenger cars	615 31		615 31
Repairs and renewals of freight cars		1,720 94	1,720 94
Other expenses	179 75	269 64	449 39
Totals	\$2,779 41	\$4,169 12	\$6,948 53
Conducting transportation:			
Wages of enginemen, firemen, and round- housemen	\$2,272 03	\$3,408 04	\$5,680 07
Fuel for locomotives	4,354 59	6,531 89	10,886 48
Water supply for locomotives	131 80	197 70	329 50
All other supplies for locomotives	161 26	241 89	403 15
Wages of other trainmen	1,163 37	1,745 06	2,908 43
All other train supplies	413 58	620 36	1,033 94
Wages of station agents and clerks	2,658 31	3,987 48	6,645 79
Station supplies	297 06	445 59	742 65
Loss and damage	91 04	136 55	227 59
Other expenses	3,223 44	4,835 16	8,058 60
Totals	\$14,766 48	\$22,149 72	\$36,916 20
General expenses:			
Salaries of officers	\$360 00	\$540 00	\$900 00
Salaries of clerks	224 34	336 51	560 85
General office expenses and supplies	434 17	651 25	1,085 42
Agencies, including salaries and rent	1,330 18	1,995 28	3,325 46
Advertising	137 96	206 94	344 90
Insurance	649 63	974 44	1,624 07
Legal expenses	105 26	157 89	263 15
Other general expenses	3,682 34	5,523 50	9,205 84
Totals	\$6,923 88	\$10,385 81	\$17,309 69
Recapitulation of expenses:			
Maintenance of way and structures	\$14,362 02	\$21,543 03	\$35,905 05
Maintenance of equipment	2,779 41	4,169 12	6,948 53
Conducting transportation	14,766 48	22,149 72	36,916 20
General expenses	6,923 88	10,385 81	17,309 69
Grand totals	\$38,831 79	\$58,247 68	\$97,079 47
Percentage of operating expenses to earnings	25	37.4	62.4

CONTRACTS, AGREEMENTS, ETC.

Wells, Fargo & Co.: To transport their freight and treasure over this company's lines between all stations, at first class freight rates.

United States Government Post Office Department: To carry mails on route 46,041 (San Luis Obispo to Los Olivos) and on route 46,040 (San Luis Obispo to Port Harford).

Pacific Steamship Company: To sell coupon tickets good for passage over their line and this.

Western Union Telegraph Company: This company furnishes telegraph operators for transaction of their business over lines constructed by telegraph company along route of railway.

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Daily Compensation.
Manager.....	1	\$3,300 00	\$9 04
Accountant.....	1	1,620 00	4 44
Master Mechanic.....	1	1,560 00	4 28
General office clerks.....	2	868 08	1 16
Station agents.....	7	5,242 85	2 05
Other station men.....	12	7,684 66	1 75
Enginemen.....	2	2,636 24	8 61
Firemen.....	3	1,549 55	1 42
Conductors.....	2	1,521 28	2 08
Other trainmen.....	2	1,147 30	1 57
Machinists.....	2	1,825 10	3 28
Carpenters.....	3	2,831 15	3 87
Other shopmen.....	4	2,405 79	1 65
Section foremen.....	5	2,990 31	2 05
Other trackmen.....	25	15,208 85	1 67
Switchmen, flagmen, and watchmen.....	2	1,032 00	1 42
All other employés and laborers.....	15	5,270 25	1 03
Totals.....	89	\$58,692 89	-----

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue.....	38,969	
Number of passengers carried one mile.....	849,016	
Average distance carried—miles.....	21.8	
Total passenger revenue.....		\$31,614 97
Amount received from each passenger.....		79.271
Average receipts per passenger per mile.....		03.720
Cost of carrying each passenger one mile.....		03.319
Passenger earnings per mile of road.....		415 44
Passenger earnings per train mile.....		15.895
Freight traffic:		
Number of tons carried of freight earning revenue.....	56,061.3	
Number of tons carried one mile.....	1,403,710.2	
Average distance haul of one ton—miles.....	25	
Total freight revenue.....		93,268 27
Amount received for each ton of freight.....		1 66.3
Average receipts per ton per mile.....		06.644
Cost of carrying one ton one mile.....		04.023
Freight earnings per mile of road.....		1,225 60
Freight earnings per train mile—north or east.....		25.045
Passenger and freight:		
Passenger and freight earnings.....		124,883 24
Passenger and freight earnings per mile of road.....		1,641 04
Expense per mile of road.....		1,275 68
Total earnings per mile of road, including mail, express, etc.....		2,043 23
Train mileage:		
Miles run by passenger trains.....	198,899	
Miles run by freight trains.....	123,225	
Miles run by mixed trains.....	57,375	
Total mileage trains earning revenue.....	382,499	
Mileage of loaded freight cars—north or east.....	120,390	
Mileage of loaded freight cars—south or west.....	55,885	
Mileage of empty freight cars—north or east.....	12,661	
Mileage of empty freight cars—south or west.....	66,250	
Average number of freight cars in train.....	15	
Average number of loaded cars in train.....	10	
Average number of empty cars in train.....	15	
Average number of tons of freight in train.....	100	
Average number of tons of freight in each loaded car.....	10	

FREIGHT TRAFFIC MOVEMENT—(Company's material excluded).

Commodities.	Originating on this Road.	From Connecting Roads.	Total Tons.	Per Cent.
Products of agriculture:				
Grain	12,555	-----	12,555	22.40
Products of animals:				
Live stock	2,405	39	2,444	4.37
Wool	135	-----	135	.24
Hides and leather	85	-----	85	.15
Butter	1,576	-----	1,576	2.81
Cheese	239	-----	239	.43
Products of mines:				
Anthracite coal	-----	92	92	.16
Ores	427	-----	427	-----
Asphaltum	187	-----	187	.33
Bituminous rock	17,990	-----	17,990	32.09
Products of forest:				
Lumber	1,724	6,262	7,986	14.24
Wood	2,744	10	2,754	4.91
Manufactures:				
Agricultural implements	42	60	102	.18
Merchandise	3,730	5,760	9,490	16.93
Total tonnage	43,839	12,223	56,062	100.00

DESCRIPTION OF EQUIPMENT.

	Total at End of Year.	With Train Brake.	With Auto- matic Coupler.
Locomotives:			
Passenger	2	2	-----
Freight	3	-----	-----
Totals	5	2	-----
Cars in passenger service:			
First class passenger cars	7	7	7
Baggage, express, and postal cars	2	2	2
Totals	9	9	9
Cars in freight service:			
Box cars	23	3	-----
Flat cars	158	-----	-----
Stock cars	9	1	-----
Totals	190	4	-----
Cars in company's service:			
Derrick cars	1	-----	-----
Caboose cars	2	-----	-----
Other road cars	12	-----	-----
Totals	15	-----	-----
Total owned	219	15	9

MILEAGE OF ROAD OPERATED.

Line in Use.	Main Line.	Iron Rails.	Steel Rails.
Length of single track	76.1	8.8	67.3
Length of yard track, sidings, and spurs	4.4	4.4	-----
Aggregate length of all tracks	80.5	13.2	67.3

The entire mileage is in California.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Wood— Cords.	Miles Run.	Average Pounds Consumed per Mile.
Passenger	640.53	198,899	32
Freight	1,045.07	126,225	83
Switching	187.28	57,375	33
Totals	1,872.88	382,499	49

Average cost of wood at distributing point is \$5 58 per cord.

ACCIDENTS.

Persons.	Number Injured.	Kind of Accident.	Number Injured.
Employés	2	Other causes than collisions, derailments, coupling cars, etc...	2

CHARACTERISTICS OF ROAD.

From Port Harford to Los Olivos: Length, 76.1 miles; number of curves, 100; aggregate length of curved lines, 26.5 miles; length of straight track, 49.6 miles; length of level track, 3.1 miles; number of ascending grades, 25; sum of ascents, 2,070 feet; aggregate length of ascending grades, 58.3 miles; number of descending grades, 21; sum of descents, 1,717 feet; aggregate length of descending grades, 14.7 miles.

Bridges: Wooden, 2; combination, 1.

Trestles: Aggregate length, 4,300 feet.

Gauge of track: 3 feet.

Telegraph: Operated by Western Union Telegraph Company, 76.1 miles of line.

Number of stations on all roads operated by this company, 21.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From Avila to Castro	Feb. 1, 1876.
From Castro to San Luis Obispo	Aug. 16, 1876.
From Port Harford to Avila	Dec. 1, 1876.
From San Luis Obispo to Arroyo Grande	Oct. 16, 1881.
From Arroyo Grande to Santa Maria	June 1, 1882.
From Santa Maria to Los Alamos	Oct. 4, 1882.
From Los Alamos to Los Olivos	Nov. 17, 1887.

STATE OF CALIFORNIA, }
County of San Luis Obispo. } ss.

J. M. Fillmore, Manager of the Pacific Coast Railway Company, being duly sworn, deposes and says that the statements, tables, and answers contained in the foregoing have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirtieth day of November, 1890.

J. M. FILLMORE,
Manager.

Subscribed and sworn to before me, this fourteenth day of July, 1891.

[SEAL]

J. H. BARRETT,
Notary Public.

LOS ANGELES AND PACIFIC RAILWAY COMPANY.

REMARKS.

The Los Angeles and Pacific Railway Company has been in the hands of a receiver during the past year, and has been inoperative. An adjustment of the debts of the company is about being made at this date, and it is expected that the road will be operated in a short time.

S. W. LUITWIELER,
President.

AUGUST 25, 1891.

HISTORY.

1. Name of common carrier making this report: Los Angeles and Pacific Railway Company.
2. Date of organization: August 31, 1888.
3. Under laws of what Government, State, or Territory organized: Laws of State of California.
4. If a consolidated company, name the constituent companies: Los Angeles Ostrich Farm Railway, incorporated August 5, 1886; Los Angeles and Pacific Railway Company, incorporated August 31, 1888.
5. Date of consolidation: September 11, 1888.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
S. W. Luitwieler	Los Angeles	April 12, 1891.
E. E. Hall	Los Angeles	April 12, 1891.
D. F. Donegan	Los Angeles	April 12, 1891.
R. C. Shaw	Los Angeles	April 12, 1891.
C. Cole	Los Angeles	April 12, 1891.
M. L. Wicks	Los Angeles	April 12, 1891.
A. Gayford	Santa Monica	April 12, 1891.

Number of stockholders at date of last election: 28.

Last meeting of stockholders for election of Directors: April 12, 1890.

Post Office address of general office: Los Angeles.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of Board and President	S. W. Luitwieler	Los Angeles.
Vice-President	A. Gayford	Santa Monica.
Secretary and Treasurer	S. P. Rees	Redondo.
General Manager	S. W. Luitwieler	Los Angeles.
Superintendent	E. W. Church	Los Angeles.

PROPERTY OPERATED.

Name.	Terminal.	Description.	Miles.
Los Angeles and Pacific Railway	Los Angeles to Santa Monica	Main line	18
	Junction to Burbank	Branch line	12
Total .....	.....	.....	30

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common	\$100 00	\$2,160,000 00	\$173,000 00

FUNDED DEBT.

Class of Bond or Obligation.	Amount of Authorized Issue.	Amount Issued and now Outstanding.
Twenty-year 7 per cent bonds—March 13, 1888*.....	\$240,000 00	None.
Thirty-year 6 per cent bonds—April 15, 1890	310,000 00	†\$79,000 00

* Issued by Los Angeles County Railroad Company.

† Used in payment of floating indebtedness.

FLOATING DEBT AND CURRENT LIABILITIES ACCRUING UP TO AND INCLUDING DECEMBER 31, 1890.

Loans and bills payable	\$88,171 00
Audited vouchers and accounts.....	4,000 00
Wages and salaries	2,530 00
Matured interest coupons unpaid (including coupons due July 1).....	4,740 00
Total	\$99,441 00

RECAPITULATION.

Accounts.	Total Amounts.	Miles.	Amount per Mile of Road.
Capital stock	\$173,000 00	30	\$11,948 00
Funded debt.....	86,000 00		
Floating debt, balance of.....	99,441 00		
Totals	\$358,441 00	30	\$11,948 00

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1890.
Construction:	
Right of way	\$8,307 63
Fences	151 02
Grading and bridge and culvert masonry	62,243 67
Bridges and trestles	25,304 32
Rails	105,617 06
Ties	43,376 42
Buildings, furniture, and fixtures	7,313 29
Shop machinery, tools, etc.	701 33
Engineering expenses	8,769 81
Interest and discount—account construction	11,626 07
Sidings and yard extensions	7,534 31
Road built by contract	270,382 00
Total construction	\$551,327 03
Equipment:	
Locomotives	\$7,600 00
Passenger cars	4,400 00
Freight cars	1,600 00
Others cars of all classes	600 00
Total equipment	\$14,200 00
Total cost construction and equipment	\$565,527 03

STATE OF CALIFORNIA, }
County of Los Angeles. } ss.

S. W. Luitwieler, President of the Los Angeles and Pacific Railway Company, being duly sworn, deposes and says that the statements, tables, and answers contained in the foregoing have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

S. W. LUITWIELER,
President.

Subscribed and sworn to before me, this twenty-sixth day of August, 1891.

[SEAL]

N. LINDENFELD,
Notary Public.

NEVADA-CALIFORNIA-OREGON RAILWAY.

HISTORY.

1. Name of common carrier making this report: Moran Brothers, by E. Gest, Manager. Office, principal place of business, and address, Reno, Washoe County, Nevada.

2. Date of organization: Not a corporation. First 31 miles from Reno held under deed from United States Marshal, dated November 21, 1884; since extended 48 miles by Moran Brothers, to Amadee.

3. Under laws of what Government, State, or Territory organized: Articles of co-partnership of Moran Brothers on record in Lassen County, Cal. The right of Moran Brothers to build and operate a railroad in California was sustained by Supreme Court of California in bank—Chas. Moran et al. vs. A. E. Ross, appellant, No. 12,658, May 6, 1889.

7. Carrier operating the road of this company: Moran Brothers, bankers, 68 William Street, New York, through E. Gest, their attorney; in fact, Custodian, Manager, and Chief Engineer. The road is known as the Nevada-California-Oregon Railway.

OFFICERS.

Title.	Name.	Location of Office.
Cashier	Frank R. Lewis	Reno, Nev.
Chief Engineer	Erasmus Gest	Reno, Nev.
Auditor	Frank R. Lewis	Reno, Nev.
Custodian and General Manager	Erasmus Gest	Reno, Nev.
Master of Transportation	John M. Fulton	Reno, Nev.

PROPERTY OPERATED.

Nevada-California-Oregon Railway (so called) is operated from Reno, Nevada, to Amadee, California, a distance of 79 miles.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1890.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Loans and bills payable	\$9,470 00	Cash	\$2,480 50
Audited vouchers and accounts	7,810 75	Due from agents	2,421 91
Wages and salaries	4,634 19	Net traffic balances due from other companies	94 37
Net traffic balances due to other companies	325 45	Due from solvent companies and individuals	3,340 68
		Balance—floating debt	13,902 93
Total	\$22,240 39	Total	\$22,240 39

The liabilities, etc., as stated above, are purely nominal. *We neither give nor ask credit.* The items comprised in the statement above were taken from the balance sheet of the current accounts December 31, 1890; all audited vouchers, wages, etc., excepting those requiring adjustments, were settled on our first regular pay day following December 31, 1890.

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures During Year.
Construction:	
Real estate.....	\$604 25
Betterments, ditching, widening, etc.....	
Grading and bridge and culvert masonry.....	21,844 43
Bridges and trestles.....	
Rails.....	38,805 86
Ties.....	5,344 57
Other superstructure.....	4,287 35
Buildings, furniture, and fixtures.....	9,815 23
Shop machinery and tools.....	162 98
Engineering expenses.....	1,606 20
Sidings and yard extensions.....	749 41
Other items.....	1,491 20
Total construction.....	\$84,711 48
Equipment:	
Combination cars.....	\$775 61
Freight cars.....	349 48
Total equipment.....	\$1,125 09
Total construction and equipment.....	\$85,836 57

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1889.	Net Additions During Year.	Total Cost to Dec. 31, 1890.	Cost per Mile.
Construction:				
Right of way.....	\$3,327 50		\$3,327 50	\$42 12
Other real estate.....	11,366 80	\$604 25	11,970 55	151 52
Betterments, ditching, widening, etc.....				
Grading, bridge and culvert masonry.....	98,836 48	21,844 43	120,680 91	1,527 61
Bridges and trestles.....				
Rails.....	133,651 07	38,805 86	172,456 93	2,183 00
Ties.....	23,243 33	5,344 57	28,587 90	361 87
Other superstructure.....	26,558 15	4,287 35	30,845 50	390 39
Buildings, furniture, and fixtures.....	21,472 32	9,815 23	31,287 55	396 04
Shop machinery and tools.....	1,219 73	162 98	1,382 71	17 50
Engineering expenses.....	9,763 91	1,606 20	11,370 11	143 93
Sidings and yard extensions.....	3,183 62	749 41	3,933 03	49 79
Road built by contract.....	9,405 00		9,405 00	119 05
Purchase of constructed road.....	377,735 28		377,735 28	4,781 46
Other items.....	43,496 88	1,491 20	44,987 08	569 45
Total construction.....	\$765,253 57	\$84,711 48	\$847,965 05	\$10,733 73
Equipment:				
Locomotives.....	\$28,964 00		\$28,964 00	\$366 63
Passenger cars.....	2,192 56		2,192 56	27 75
Combination cars.....	5,663 35	\$775 61	6,438 96	81 51
Freight cars.....	10,515 70	349 48	10,865 18	137 53
Other cars of all classes.....	4,316 88		4,316 88	54 64
Total equipment.....	\$51,651 99	\$1,125 09	\$52,777 08	\$668 06
Total cost construction and equipment.....	\$814,905 56	\$85,836 57	\$900,742 13	\$11,401 80

INCOME ACCOUNT.

Gross earnings from operation.....	\$45,275 18	
Less operating expenses.....	35,929 40	
Income from operation.....		\$9,345 78
Deductions from income:		
Taxes (California and Nevada).....	\$3,151 64	
Rentals.....	205 00	
Other deductions, balance of extraordinary account.....	3,809 73	
Total deductions from income.....		7,166 37
Net income, per current accounts.....		\$2,179 41
Other deductions from net income, depreciation for year 1890.....		11,500 00
Deficit for year 1890.....		\$9,320 59
Deficit on December 31, 1889.....		85,692 07
Total deficit to December 31, 1890, to which should be added interest.....		\$95,012 66

The account books of the road contain no charge for compensation to the General Manager for services, although such an official has always been present in charge. Nor has there ever been a depreciation account kept from the origin of the road, in 1882, down to this date.

No actual net earnings have ever been realized, nor have any earnings ever been disposed of as a gratuity interest or dividend to any corporation, etc., nor to individuals other than in payment for actual services performed in operating the road; in other words, the proprietors of the road have never received any compensation for their services nor for interest on the actual gold invested, nor the Manager and Custodian for his personal services. Again, the road has received no aid from citizens or from the Government, of any kind, the whole outlay coming directly from the private purse of the Messrs. Moran; not a cent has ever been derived from individuals through failure to pay wages or for materials; all have been paid in cash, nothing in trade, and there are no outstanding obligations. Since Moran Bros. came into possession, six and one half years ago—

An allowance of \$6,000 per year for General Manager amounts to.....		\$39,000 00
An allowance for depreciation, a sum that must at some future day be expended to make good wear and decay:		
On ties (109,120).....	\$24,006 40	
On rails.....	39,975 00	
On locomotive No. 1.....	\$2,750 00	
On locomotive No. 2.....	2,750 00	
On locomotive No. 3.....	1,500 00	
On locomotive No. 4.....	500 00	
	7,500 00	
On cars and equipments.....	4,500 00	
On trestles, etc.....	15,000 00	
		90,981 40
Total depreciation to December 31, 1890.....		\$129,981 40
Distribution:	Prior to 1890.	For Year 1890.
Manager's compensation.....	\$33,000 00	\$6,000 00
Depreciation on ties.....	24,006 40	
Depreciation on rails.....	34,975 00	5,000 00
Depreciation on locomotives.....	7,000 00	500 00
Depreciation on cars and equipment.....	4,500 00	
Depreciation on trestles.....	15,000 00	
Totals.....	\$118,481 40	\$11,500 00
Nominal net to 1891.....	32,789 33	2,179 41
		34,968 74
Showing deficit.....	\$85,692 07	\$9,320 59
		\$95,012 66

Depreciation or sum to make whole or good the property; to which add interest on capital.

DR.		GENERAL BALANCE SHEET.		CR.
Cost of road	\$848,523 45	Floating debt		\$13,902 93
Cost of equipment	52,218 68	From proprietors' pockets		875,267 12
Mill property	1,450 00	Profit and loss:		
Other assets:		Surplus from operation to		
Materials and supplies	26,691 41	December 31, 1890		34,968 74
Profit and loss:		Surplus from other business		
Deficit from other business		investments to December		
investments	594 80	31, 1890		5,339 55
Total	\$929,478 34	Total		\$929,478 34

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation ..	\$2,179 41	Taxes	\$3,151 64
Net increase floating debt		Rentals	205 00
(nominal)	12,784 51	Permanent improvements ..	22,544 95
Receipts from Moran Bros.,		Equipment	1,125 09
proprietors	875,267 12	Constructing new road	58,355 76
		Other properties purchased ..	604 25
		Other expenditures	3,206 52

EARNINGS FROM OPERATION.

Items.	Total Receipts.	Actual Earn-ings.
Passenger revenue		\$10,765 25
Mail	\$4,567 86	
Express	696 42	
Extra baggage and storage	102 63	
		5,366 91
Total passenger earnings		\$16,132 16
Freight revenue	\$28,323 28	
Other items	658 49	
		28,981 77
Total freight earnings		
Total passenger and freight earnings		\$45,113 93
Other earnings from operation:		
Rentals of buildings, tracks, yards, and terminals	\$100 00	
Other sources	61 25	
		161 25
Total gross earnings from operation		\$45,275 18

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway	\$1,697 99	\$5,942 99	\$7,640 98
Renewals of ties	482 11	1,687 39	2,169 50
Repairs of bridges and culverts	42 06	147 15	189 20
Repairs of fences, road-crossings, signs, and cattle guards	83 77	118 18	151 95
Repairs of buildings	86 60	303 09	389 69
Other expenses	133 64	467 76	601 40
Totals	\$2,476 16	\$8,666 56	\$11,142 72
Maintenance of equipment:			
Repairs and renewals of locomotives	\$177 06	\$655 11	\$832 17
Repairs and renewals of passenger cars	299 86	---	299 86
Repairs and renewals of freight cars	---	1,956 45	1,956 45
Shop machinery, tools, etc.	17 86	62 51	80 37
Totals	\$494 78	\$2,674 07	\$3,168 85
Conducting transportation:			
Wages of enginemen, firemen, and round- housemen	\$602 53	\$2,229 36	\$2,831 89
Fuel for locomotives	643 82	2,382 53	3,026 45
Water supply for locomotives	87 89	323 84	410 73
All other supplies for locomotives	24 72	91 45	116 17
Wages of other trainmen	235 23	870 37	1,105 60
All other train supplies	90 86	334 33	424 69
Wages of station agents, clerks, and laborers ..	1,012 76	3,747 21	4,759 97
Station supplies	19 48	72 06	91 54
Loss and damage	---	978 71	978 71
Other expenses	225 69	835 03	1,060 72
Totals	\$2,942 08	\$11,864 39	\$14,806 47
General expenses:			
Salaries of officers	\$732 00	\$2,928 00	\$3,660 00
Salaries of clerks	161 17	644 68	805 85
General office expenses and supplies	120 04	480 18	600 22
Advertising	92 67	185 33	278 00
Legal expenses	212 21	848 84	1,061 05
Stationery and printing	72 08	216 26	288 34
Other general expenses	23 58	94 82	117 90
Totals	\$1,413 75	\$5,897 61	\$6,811 36
Recapitulation of expenses:			
Maintenance of way and structures	\$2,476 16	\$8,666 56	\$11,142 72
Maintenance of equipment	494 78	2,674 07	3,168 85
Conducting transportation	2,942 08	11,864 39	14,806 47
General expenses	1,413 75	5,897 61	6,811 36
Grand totals	\$7,326 77	\$28,602 63	\$35,929 40
Percentage of operating expenses to earnings ..	---	---	79.3

EXTRAORDINARY EXPENSE.

This account embraces unusual expenditure in extra labor, supplies, and repairs of damages caused by the unprecedented fall of snow during February, 1890. Of these expenditures, we have charged to operating expenses only that portion which would have been incurred for the same period under ordinary circumstances, including a fair allowance for snow service.

EXTRAORDINARY ACCOUNT.

Transient snow shovelers	\$2,008 73	
Provisions for snow shovelers	165 34	
Repairs of roadway	834 71	
Repairs of engines	450 23	
Repairs of cars	13 59	
Repairs of snow plow	468 56	
Repairs of tools and implements	79 44	
Fuel consumed	722 75	
Extra train service	198 83	
Sundries (messengers, etc.)	25 88	
		\$4,968 06

The following items from the above account are included in *operating expenses*:

Repairs of roadway	\$744 05	
Fuel consumed (80 cords, at \$3 50 per cord)	280 00	
Extra train service	134 28	
		1,158 33

Balance extraordinary expenses

\$3,809 73

(Balance extraordinary expenses entered as "Other Deduction" from income account.)

IMPORTANT CHANGES DURING THE YEAR.

Extended track in a direction nearly due north, 9 miles, to Boiling Springs, opposite northeast corner of Honey Lake, and there constructed a large freight and passenger building, water tanks, and other incidental requirements, and named the locality Amadee.

CONTRACTS, AGREEMENTS, ETC.

1. The arrangements, by sufferance, with Wells, Fargo & Co.'s Express Company ceased by mutual consent. There is now no express on the road.
2. The mails are carried upon terms arbitrarily fixed by the Government authorities, as in the past, with this exception, to wit: a mail clerk is now carried. We have fixed the necessary distributing fixtures, for which added service we have not been compensated.
3. No sleeping, parlor, or dining cars are run on the road.
4. No freight or transportation companies have arrangements for doing business over the road.
5. There are no arrangements with other railroad companies.
6. There are no arrangements with steamboat or steamship companies.
7. There are no arrangements with telegraph companies, nor have we any telegraph line along the road.

EMPLOYÉES AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Daily Compensation.
Master of Transportation and Cashier	2	\$3,480 00	\$4 77
General office clerks	1	948 85	3 03
Station agents	3	2,820 00	3 00
Other station men	3	1,695 00	1 80
Enginemen	2	1,838 64	2 93
Firemen	2	1,247 95	1 99
Conductors	1	1,041 31	3 32
Carpenters	1	998 02	3 18
Other shopmen	4	2,937 48	2 34
Section foremen	2	1,578 75	2 52
Other trackmen	14	7,804 26	1 78
Switchmen, flagmen, and watchmen	1	484 03	1 54
Totals	36	\$26,874 29	\$2 39

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue.....	4,111	
Number of passengers carried one mile.....	221,772	
Average distance carried—miles.....	53.946	
Total passenger revenue.....		\$10,765 25
Amount received from each passenger.....		2 61.8645
Average receipts per passenger per mile.....		04.8541
Cost of carrying each passenger one mile.....		08.3037
Passenger earnings per mile of road (average length of road, 71.28 miles).....		226 32.0987
Passenger earnings per train mile.....		1 56.1708
Freight traffic:		
Number of tons carried of freight earning revenue.....	7,372	
Number of tons carried one mile.....	335,514.996	
Average distance haul of one ton—miles.....	45.509	
Total freight revenue.....		28,323 28
Amount received for each ton of freight.....		3 84.1829
Average receipts per ton per mile.....		08.4417
Cost of carrying one ton one mile.....		08.5249
Freight earnings per mile of road—71.28 miles.....		406 59.0408
Freight earnings per train mile—north.....		86.4584
Freight earnings per train mile—south.....		45.1921
Passenger and freight:		
Passenger and freight earnings.....		45,113 93
Passenger and freight earnings per mile of road—71.28 miles.....		632 77.0903
Expenses per mile of road—71.28 miles.....		504 06.0044
Total earnings per mile of road, including mails, ex- press, etc.—71.28 miles.....		635 14.5622
Train mileage:		
Miles run by mixed trains.....	43,006	
Total mileage trains earning revenue.....	43,006	
Miles run by switching trains.....	8,113	
Miles run by construction and other trains.....	18,319	
Total train mileage.....	64,438	
Mileage of loaded freight cars—north.....	46,623	
Mileage of loaded freight cars—south.....	46,736	
Mileage of empty freight cars—north.....	20,507	
Mileage of empty freight cars—south.....	20,873	
Average number of freight cars in train.....	4.945	
Average number of loaded cars in train.....	3.217	
Average number of empty cars in train.....	1.728	
Average number of tons of freight in train.....	12.145	
Average number of tons of freight in each loaded car..	3.774	

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

FREIGHT TRAFFIC MOVEMENT—(Company's material excluded).

Commodities.	Originating on this Road.	From Connecting Roads.	Total Tons.	Per Cent.
Products of agriculture:				
Grain	160	64	224	3.3
Flour	56	201	257	3.4
Hay	11		11	.1
Tobacco	2	37	39	.5
Fruit and vegetables	228	118	346	4.6
General farm products	506	108	614	8.3
Products of animals:				
Live stock	88	3	91	1.2
Dressed meats	14		14	.2
Poultry, game, and fish	3	10	13	.2
Wool		231	231	3.1
Hides and leather	31	45	76	1.0
Products of mines:				
Bituminous coal	22	19	41	.6
Ores	1		1	.0
Stone, sand, and other like articles	2	5	7	.1
Products of forest:				
Cordwood	163		163	2.2
Lumber	513	1,963	2,476	33.6
Manufactures:				
Petroleum and other oils	7	108	115	1.6
Sugar	18	266	284	3.9
Glassware and crockery	4	30	34	.5
Iron (pig and bloom) and hardware	69	344	413	5.6
Other castings and machinery	27	82	109	1.5
Bar and sheet metal		31	31	.4
Cement, brick, and lime	12	6	18	.2
Agricultural implements	14	62	76	1.0
Wagons, carriages, tools, etc.	11	77	88	1.2
Wines, liquors, and beers	31	206	237	3.2
Household goods and furniture	29	37	66	.9
Chemicals and drugs		21	21	.3
Stationery and paperware	4	29	33	.4
Merchandise	206	890	1,096	14.9
.....	1	52	53	.7
Miscellaneous		94	94	1.3
Total tonnage	2,233	5,139	7,372	100.0

DESCRIPTION OF EQUIPMENT.

Locomotives.	Added During Year.	Total at End of Year.
Locomotives:		
Freight		1
Mixed service		3
Total		4
Cars in passenger service:		
Second class passenger cars	1	2
Combination passenger, baggage, and mail cars	1	2
Total	2	4
Cars in freight service:		
Box cars		9
Flat cars		21
Total		30
Cars in company's service:		
Dining cars		10
Pile-hammer and steam shovel cars		2
Caboose cars		2
Other road cars (section men's living)	2	4
Total	2	18
Total owned	4	56

MILEAGE OF ROAD OPERATED.

Line in Use.	Main Line.	Total Mileage.	New Line Constructed During Year.	Iron Rails.	Steel Rails.
Length of single track	79	79	9	26.50	52.50
Length of yard track, sidings, and spurs	8.62			8.62	
Aggregate length of tracks	82.62			30.12	52.50

Length of line in Nevada is 28.14 miles; in California, 50.86 miles.

RENEWALS OF TIES.

New ties laid during the year, 3,376 pine. Average price at distributing point, 25 cents each.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Bituminous Coal.		Pine Wood.		Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed per Mile.
	Pounds.	Tons.	Cords.	Tons.*			
Passenger	21,591	10.80	146	73.00	83.80	9,150	18½
Freight	79,888	39.94	541	270.50	310.44	33,856	18½
Switching	7,846	3.67	49½	24.87	28.54	3,113	18½
Construction	53,000	26.50	625½	312.75	339.25	12,752	53½
.....			126½	63.25	63.25	5,567	22½
Totals	161,825	80.91	1,488½	744.37	825.28	64,438	25½

* Estimated two cords to the ton, as requested by Interstate Commerce Commission.

Average cost at distributing point: Coal, \$8 37 per ton; wood, \$3 50 per cord.

ACCIDENTS.

An engine in the act of butting snow with plow was derailed, caused by rail breaking, and thrown down bank. Engine and tender repaired at an expense of about \$500. No one killed or injured.

CHARACTERISTICS OF ROAD.

From Reno, Nev., to Liegan, Cal.: Length, 70 miles; number of curves, 282; aggregate length of curved lines, 21.20 miles; length of straight track, 48.80 miles; length of level track, 11.53 miles; number of ascending grades, 11; sum of ascents, 1,176 feet; aggregate length of ascending grades, 11.84 miles; number of descending grades, 12; sum of descents, 1,655 feet; aggregate length of descending grades, 46.63 miles.

Liegan, Cal., to Amadee, Cal.: Length, 9 miles; number of curves, 2; aggregate length of curved lines, .50 of a mile; length of straight track, 8.50 miles; length of level track, 7.33 miles; number of descending grades, 3; sum of descents, 17 feet; aggregate length of descending grades, 1.67 miles.

Trestles: In Nevada, 1,442 linear feet, in spans of 12 feet; in California, 772 linear feet, in spans of 12 feet; total, 2,214 linear feet.

Gauge of track: 3 feet.

Telegraph: The road is without telegraphic facilities, there being no line along the track.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From Reno, Nevada, to Chat, California	Mar. 2, 1885.
From Chat, California, to Camp Ham, California	Mar. 1, 1888.
From Camp Ham, California, to Doyle, California	June 6, 1888.
From Doyle, California, to Liegan, California	Sept. 10, 1888.
From Liegan, California, to Amadee, California	Nov. 17, 1890.

GRANTS OR DONATIONS, IN BONDS OR MONEY, NOT REPAYABLE BY COMPANY.

The road has been built without any aid from the General Government, State, county, municipality, or individuals. The funds are wholly from the pockets of the Messrs. Moran. Every laborer was paid in cash, not with stores; so, also, all supply bills. The work has all been done by men in employ directly, not through contractors. No laborers have been cheated out of a cent, nor any supply furnishers squeezed. It has always been as now, "Pay as you go, in cash;" no credit given or asked, which policy obtains down to date. As the road pays nothing to Messrs. Moran, nor is likely to do so soon, is it fair that the property should be taxed so long as it continues to pay *nothing*, and only able to be kept running with its gross receipts from traffic?

LANDS OR PROPERTY, INCLUDING RIGHT OF WAY, DONATED BY STATES, ETC.

Instead of free right of way, the Messrs. Moran were compelled in several cases to pay exorbitantly, or go into Court and condemn; this, too, when there was no actual damage, and ground appropriated in its natural state.

STATE OF NEVADA, }
County of Washoe. } ss.

Erasmus Gest, Manager of the Nevada-California-Oregon Railway Company, and Frank R. Lewis, Secretary of the said railway, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing thirty-three sheets, or such part thereof as is adapted to the conditions of said railway, have been compiled and prepared by the proper officers, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

E. GEST,
Manager.
F. R. LEWIS,
Secretary.

Subscribed and sworn to before me, this eleventh day of August, A. D. 1891.

[SEAL]

J. J. LEWIS,
Justice of the Peace.

EEL RIVER AND EUREKA RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Eel River and Eureka Railroad Company.
2. Date of organization: November 14, 1882.
3. Under laws of what Government, State, or Territory organized: Laws of State of California.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
John Vance	Eureka, Cal.	January 10, 1891.
Wm. Carson	Eureka, Cal.	January 10, 1891.
W. J. Sweasey	Eureka, Cal.	January 10, 1891.
Richard Sweasey	Eureka, Cal.	January 10, 1891.
Stephen Hill	Eureka, Cal.	January 10, 1891.
C. L. Rose	Eureka, Cal.	January 10, 1891.
Wm. S. Riddell	Eureka, Cal.	January 10, 1891.

Total number of stockholders at date of last election: 8.

Date of last meeting of stockholders for election of Directors: January 10, 1890.

Post Office address of general and operating offices: Eureka, Cal.

OFFICERS.

Title.	Name.
Chairman of the Board and President	John Vance.
Vice-President	Wm. Carson.
Secretary	Wm. S. Riddell.
Treasurer	Stephen Hill.
General Solicitor, Attorney, or Counsel	Horace L. Smith.
Superintendent	C. L. Rose.
General Passenger, Ticket, and Freight Agent	Wm. S. Riddell.
Assistant General Passenger and Ticket Agent	W. B. Fawcett.

PROPERTY OPERATED.

The Eel River and Eureka Railroad is operated from Eureka to Burrells, a distance of 30 miles.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common	\$100 00	\$1,200,000 00	\$90,000 00

Manner of payment for capital stock: Issued for cash, common, 900 shares; total cash realized, \$90,000.

FUNDED DEBT.

Class of Bond or Obligation.	Amount of Authorized Issue.	Amount Issued and now Outstanding.	Cash Realized on the Amount Outstanding.
First mortgage—October 1, 1883; due December 1, 1903	\$600,000 00	\$466,000 00	\$465,700 00

Rate of interest, 6 per cent, payable in April and October.

As security for the first mortgage bonds issued, the road from Eureka to Burrells, including all equipment, was mortgaged.

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1890.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Loans and bills payable	\$50,000 00	Cash	\$41,648 25
Audited vouchers and accounts	3,237 52	Due from agents	9,992 10
Matured interest coupons un- paid, including coupons due April 1, 1891	40,980 00	Due from solvent companies and individuals	8,096 12
Matured interest on bills payable	4,514 97	Balance—floating debt	98,732 49
Balance—cash assets	59,738 47		
Total	\$158,468 96	Total	\$158,468 96

RECAPITULATION.

Accounts.	Total Amounts.	Miles.	Amount per Mile of Road.
Capital stock	\$90,000 00	30	\$3,000 00
Funded debt	466,000 00	30	15,533 33
Floating debt, balance of	98,732 49	30	3,291 08
Totals	\$654,732 49	30	\$21,824 41

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures —Operating Expenses.	Expenditures, not Operating Expenses.	Total Expenditures.
Construction:			
Fences	\$48 10		\$48 10
Grading and bridge and culvert masonry	7,411 89		7,411 89
Ties	58 32		58 32
Other superstructure—tunnels	738 03		738 03
Buildings, furniture, and fixtures	2,366 31	\$5,314 11	7,680 42
Shop machinery and tools	162 19	564 42	726 61
Telegraph and telephone lines	437 65		437 65
Wharfing, etc., general	733 84		733 84
Other items	564 42		564 42
Total construction	\$12,520 75	\$5,878 53	\$18,399 28
Equipment:			
Locomotives	\$883 87		\$883 87
Passenger cars	243 77		243 77
Baggage, express, and postal cars	221 99		221 99
Freight cars	593 68		593 68
Floating equipment	2,994 25		2,994 25
Total equipment	\$4,937 56		\$4,937 56
Grand total construction and equipment	\$17,458 31	\$5,878 53	\$23,336 84

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1889.	Net Additions During Year.	Total Cost to Dec. 31, 1890.
Construction:			
Right of way	\$26,120 75		\$26,120 75
Other real estate	8,183 00		8,183 00
Fences	5,641 49	\$48 10	5,689 59
Grading and bridge and culvert masonry	373,179 48	7,411 89	380,591 37
Bridges and trestles	7,984 74		7,984 74
Rails	164,013 01		164,013 01
Ties	7,908 10	1,829 54	9,735 24
Other superstructure	877 64	738 03	1,615 67
Buildings, furniture, and fixtures	30,458 41	2,366 31	32,824 72
Shop machinery and tools		162 19	162 19
Telegraph and telephone lines		437 65	437 65
Wharfing, etc.	18,503 92	733 84	19,237 76
Other items		564 42	564 42
Total construction	\$642,868 54	\$14,291 57	\$657,160 11
Equipment:			
Locomotives	\$28,119 56	\$883 87	\$29,003 43
Passenger cars	17,463 18	243 77	17,706 95
Baggage, express, and postal cars		221 99	221 99
Freight cars	8,515 04	593 68	9,108 72
Other cars of all classes	23,562 58		23,562 58
Floating equipment	9,620 00	2,994 25	12,614 25
Total equipment	\$87,280 36	\$4,987 56	\$92,217 92

MISCELLANEOUS INCOME.

Items.	Amount.
Freight earnings	\$77,961 31
Freight earnings—gravel	170 15
Passenger earnings	40,137 25
Wharfage	4,166 75
Storage	419 33
Mail and express	2,375 36
Rent	1,614 50
Water	33 60
Total	\$128,878 25
Less sundry expenses, repairs, etc.	59,029 41
Net miscellaneous income	\$67,848 84

INCOME ACCOUNT.

Gross earnings from operation	\$128,878 25	
Less operating expenses	55,599 53	
Income from operation		\$71,379 72
Deductions from income:		
Interest on funded debt accrued during year	\$27,960 00	
Interest and discount on floating debt paid during year	1,050 00	
Taxes	3,429 88	
Amount paid of floating debt	16,007 38	
Total deductions from income		48,447 26
Net income		\$22,932 46

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

Dr.	GENERAL BALANCE SHEET.		Cr.
Cost of road	\$18,399 28	Capital stock	\$90,000 00
Cost of equipment	4,937 56	Funded debt	466,000 00
Cash items	59,736 47	Floating debt	98,732 49
Profit and loss:		Accrued interest on funded	
Deficit from operation	601,581 64	debt not yet payable	6,990 00
		Profit and loss:	
		Surplus from operation	22,932 46
Total	\$684,654 90	Total	\$684,654 96

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation ...	\$71,379 72	Interest on funded debt paid ..	\$9,440 00
Net increase floating debt.....	5,509 90	Other interest paid	1,050 00
		Taxes	3,429 88
		Reduction of floating debt...	16,007 38
		Permanent improvements ...	5,314 11
		Cash assets	41,648 25
Total	\$76,889 62	Total	\$76,889 62

EARNINGS FROM OPERATION.

Items.	Actual Earnings.
Passenger revenue	\$40,137 25
Mail and express	2,375 36
Total passenger earnings	\$42,512 61
Freight revenue	\$78,131 46
Stock yards	4,586 08
Total freight earnings	\$82,717 54
Total passenger and freight earnings	\$125,230 15
Other earnings from operation:	
Rentals of buildings, tracks, yards, and terminals	1,648 10
Total gross earnings from operation	\$126,878 25

OPERATING EXPENSES.

Items.	Chargeable to Freight Traffic.	Chargeable to Passenger Traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway, and renewals of rails and ties, etc.....	\$4,067 87	\$4,067 76	\$8,135 63
Repairs of fences, road-crossings, signs, and cattle guards.....	24 05	24 05	48 10
Repairs of buildings.....	1,100 53	1,100 53	2,201 06
Repairs of docks and wharves.....	90 29	90 30	180 59
Repairs of telegraph.....	218 82	218 83	437 65
Other expenses.....	305 79	305 78	611 57
Totals.....	\$5,807 85	\$5,807 25	\$11,614 60
Maintenance of equipment:			
Repairs and renewals of locomotives.....	\$441 93	\$441 94	\$883 87
Repairs and renewals of passenger cars.....	465 76	-----	465 76
Repairs and renewals of freight cars.....	593 68	-----	593 68
Shop machinery, tools, etc.....	81 09	81 10	162 19
Other expenses.....	282 21	282 21	564 42
Totals.....	\$1,864 67	\$805 25	\$2,669 92
Conducting transportation:			
Wages of enginemen, firemen, and round- housemen.....	\$2,191 89	\$2,191 90	\$4,383 79
Fuel for locomotives.....	4,284 76	4,284 76	8,569 52
Water supply for locomotives.....	45 75	45 75	91 50
All other supplies for locomotives.....	222 13	222 12	444 25
Wages for other trainmen.....	3,265 35	3,265 34	6,530 69
Wages of switchmen, flagmen, and watchmen.....	369 04	369 04	738 08
Wages of station agents, clerks, and laborers.....	5,965 87	5,965 88	11,931 75
Station supplies.....	82 62	82 63	165 25
Loss and damage.....	-----	193 49	193 49
Injuries to persons.....	112 00	-----	112 00
Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel, and supplies.....	1,135 25	1,135 28	2,270 51
Other expenses.....	-----	702 43	702 43
Totals.....	\$17,674 66	\$18,458 60	\$36,133 26
General expenses:			
Salaries of officers.....	\$1,750 00	\$1,750 00	\$3,500 00
Advertising.....	362 00	-----	362 00
Legal expenses.....	461 00	461 00	922 00
Stationery and printing.....	198 90	198 90	397 80
Other general expenses.....	305 78	305 79	611 57
Totals.....	\$3,077 68	\$2,715 69	\$5,793 37
Recapitulation of expenses:			
Maintenance of way and structures.....	\$5,807 85	\$5,807 25	\$11,614 60
Maintenance of equipment.....	1,864 67	805 25	2,669 92
Conducting transportation.....	17,674 66	18,458 60	36,133 26
General expenses.....	3,077 68	2,715 69	5,793 37
Grand totals.....	\$28,424 36	\$27,788 79	\$56,211 15

CONTRACTS, AGREEMENTS, ETC.

Contract between the Eel River and Eureka Railroad Company and Pacific Lumber Company to transport lumber, shakes, shingles, etc., from Junction Station, on Eel River and Eureka Railroad, to South Bay, loaded on cars of Pacific Lumber Company, for \$1 per thousand, to take not less than four cars at any one time, and return empty without extra charge; also, to transport material for construction and equipping mills and railroad, loaded on Pacific Lumber Company's cars, from South Bay to Junction Station, at 50 cents per ton. Contract, twenty years from August 4, 1883.

Contract with Millford Land and Lumber Company to transport lumber on their cars from Salmon Creek Mill to their wharf at South Bay, at 65 cents per thousand feet, board measure. Contract, ten years from November 2, 1885.

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Daily Compensation.
General officers.....	2	\$2,200 00	.....
General office clerks.....	1	600 00	.....
Station agents.....	11	.....	\$2 16
Other station men.....	3	.....	2 00
Enginemen.....	3	.....	2 50
Firemen.....	3	.....	1 16
Conductors.....	2	.....	2 50
Other trainmen.....	7	.....	1 16
Carpenters.....	1	.....	3 50
Section foremen.....	2	.....	2 25
Employés—account floating equipment.....	5	.....	2 01
All other employés and laborers.....	25	.....	2 00
Total.....	65	.....	.....

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, Etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue.....	44,622	
Number of passengers carried one mile.....	44,622	
Average distance carried—miles.....	21	
Total passenger revenue.....		\$40,137 25
Amount received from each passenger.....		89+
Average receipts per passenger per mile.....		04+
Passenger earnings per mile of road.....		1,745 09
Freight traffic:		
Number of tons carried of freight earning revenue.....	14,714	
Number of tons carried one mile.....	14,714	
Total freight revenue.....		77,961 31
Lumber.....	30,116,657	
Shingles.....	81,259,850	
Shakes.....	2,307,223	
Passenger and freight:		
Passenger and freight earnings.....		118,098 56
Passenger and freight earnings per mile of road.....		5,134 72
Expenses per mile of road.....		2,566 49
Total earnings per mile of road, including mails, express, etc.....		5,237 99
Total mileage trains earning revenue.....	54,750	

FREIGHT TRAFFIC MOVEMENT—(Company's material excluded).

Commodities.	Originating on this Road.
Products of agriculture:	
Grain.....	2,914
Hay.....	892
Products of animals:	
Wool.....	210
Butter.....	906
Products of forest:	
Shingles—number.....	81,259,850
Lumber—feet.....	30,116,657
Shakes—number.....	2,307,223
Miscellaneous.....	9,793
Total tonnage.....	14,714

DESCRIPTION OF EQUIPMENT.

	Total at End of Year.
Locomotives:	
Passenger, freight, and switching	3
Cars in freight service:	
Box cars	10
Flat cars	28
Total	38
Cars in company's service:	
Gravel cars	1
Total owned	39
Cars leased from other companies:	
Pacific Lumber Company	80
Eel River Valley Lumber Company	35

MILEAGE OF ROAD OPERATED.

Length of single track, 25 miles of main line; length of yard track, sidings, and spurs, 5 miles; aggregate length of all tracks, 30 miles.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger, freight, and switching locomotives consumed 2,142 cords of wood, the average cost of which at distributing point was \$4 per cord.

ACCIDENTS.

Persons.	Number Killed.	Number Injured.	Total.
Passengers, jumping from car in motion	1	1	2

CHARACTERISTICS OF ROAD.

Bridges: Wooden, 1; combination, 1.
 Trestles: Aggregate length, 4,514 feet.
 Tunnels: Number, 1; length, 1,945 feet.
 Gauge of track: 4 feet 8½ inches.
 Telephone: Owned by this company, 26 miles of line.
 Number of stations on all roads operated by this company, 9.

DISPOSITION OF BONDS.

Character of.	Amount of Bonds.	Cash Realized.	Discount.	Remaining Unsold.
First mortgage	\$468,000 00	\$465,700 00	\$300 00	\$134,000 00

STATE OF CALIFORNIA, }
 County of Humboldt. } ss.

John Vance, President of the Eel River and Eureka Railroad Company, and William S. Riddell, Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

JOHN VANCE.
 WILLIAM S. RIDDELL.

Subscribed and sworn to before me, this eighth day of September, 1891.

[SEAL]

PETER BELCHER,
 Notary Public.

NEVADA COUNTY NARROW GAUGE RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Nevada County Narrow Gauge Railroad Company.
2. Date of organization: April 4, 1874.
3. Under laws of what Government, State, or Territory organized: Laws of California.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
John F. Kidder.....	Grass Valley, Cal.....	April, 1892.
Peter Johnston.....	Grass Valley, Cal.....	April, 1892.
Edward H. Brown.....	Grass Valley, Cal.....	April, 1892.
George Fletcher.....	Grass Valley, Cal.....	April, 1892.
George D. McLean.....	Grass Valley, Cal.....	April, 1892.
Frank G. Beatty.....	Nevada City, Cal.....	April, 1892.
A. H. Parker.....	Nevada City, Cal.....	April, 1892.

Number of stockholders at date of last election: 104.

Last meeting of stockholders for election of Directors: April 1, 1891.

Post Office address of general office: Grass Valley, Nevada County, Cal.

Post Office address of operating office: Grass Valley, Nevada County, Cal.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of Board and President.....	John F. Kidder.....	Grass Valley, Cal.
Vice-President.....	Peter Johnston.....	Grass Valley, Cal.
Secretary.....	George Fletcher.....	Grass Valley, Cal.
Treasurer.....	Edward H. Brown.....	Grass Valley, Cal.
Chief Engineer and General Manager.....	John F. Kidder.....	Grass Valley, Cal.
Auditor.....	George Fletcher.....	Grass Valley, Cal.
General Superintendent.....	Edward H. Brown.....	Grass Valley, Cal.
General Passenger, Ticket, Freight, and Baggage Agent.....	George Fletcher.....	Grass Valley, Cal.

PROPERTY OPERATED.

The Nevada County Narrow Gauge Railroad is operated from Colfax to Nevada City, a distance of 22.64 miles.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common	\$100 00	\$400,000 00	\$242,200 00

Manner of payment for capital stock: Issued for cash, 2,440 shares; total cash realized, \$242,850.

There were 2,440 shares issued, of which 2,422 were paid up in full; on the remaining 18 only \$650 was paid, and they were sold for assessment, falling to the company.

FUNDED DEBT.

Class of Bond or Obligation.	Amount of Authorized Issue.	Amount Issued and now Outstanding.
First mortgage, January 1, 1876; due January 1, 1896....	\$325,000 00	\$260,000 00

Class of Bond or Obligation.	Rate of Interest.	Interest Accrued During Year.	Interest Paid During Year.
First mortgage	8 per cent, Jan. & July	\$20,800 00	\$20,800 00

As security for the first mortgage bonds, the road from Colfax to Nevada City, together with the entire equipment, was mortgaged.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1890.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Loans and bills payable.....	\$8,110 56	Due from agents.....	\$1,637 90
Audited vouchers and accounts.....	1,294 16	Net traffic balance due from other companies.....	494 80
Wages and salaries.....	3,478 11	Post Office Department, for mail service.....	428 30
		Balance—floating debt.....	10,321 88
Total	\$12,882 83	Total.....	\$12,882 88

Amount of interest and discount paid during year upon floating debt and current liabilities, \$311 88.

RECAPITULATION.

Accounts.	Total Amounts.	Miles.	Amount per Mile of Road.
Capital stock	\$242,200 00	22.64	{ \$10,697 88
Funded debt.....	260,000 00		
Floating debt, balance of.....	10,321 88		
Totals	\$512,521 88	22.64	\$22,637 88

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures not Operating Expenses.
Construction:	
Right of way	\$51 75
Fences	18 23
Buildings, furniture, and fixtures.....	1,195 45
Other items	230 96
Total construction	\$1,494 42

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1889.	Net Additions During Year.	Total Cost to Dec. 31, 1890.	Cost per Mile.
Construction:				
Right of way		\$51 75		
Other real estate	\$26,192 91		\$26,280 92	\$1,159 97
Fences		16 28		
Grading and bridge and cul- vert masonry	245,024 88		245,024 88	10,822 65
Bridges and trestles	48,235 87		48,235 87	2,130 54
Rails and ties	164,054 13		164,054 13	7,246 21
Buildings, furniture, and fix- tures		1,195 45	31,571 84	1,394 18
Shop machinery and tools	30,376 89			
Engineering expenses	12,901 32		12,901 82	569 85
Other items	13,885 05	230 96	14,115 01	623 49
Total construction	\$540,670 05	\$1,494 42	\$542,164 47	\$23,947 19
Equipment:				
Locomotives	\$27,904 28		\$27,904 28	\$1,232 52
Passenger cars	7,834 09		7,834 09	348 24
Baggage, express, and postal cars	6,216 76		6,216 76	274 59
Freight cars	30,684 22		36,084 22	1,355 31
Other cars of all classes	1,445 54		1,445 54	63 85
Total equipment	\$74,134 89		\$74,134 89	\$3,274 51
Grand total cost construction and equipment	\$614,804 94	\$1,494 42	\$616,299 36	\$27,221 70

INCOME ACCOUNT.

Gross earnings from operation	\$87,259 41	
Less operating expenses	71,628 10	
Income from operation		\$15,631 31
Deductions from income:		
Interest on funded debt accruing during year	\$20,800 00	
Interest and discount on floating debt paid during year	311 83	
Taxes	2,421 12	
Total deductions from income		23,532 95
Net deficit		\$7,901 64
Other payments from income		1,494 42
Total deficit		\$9,396 06
Surplus on December 31, 1889		\$117,909 54
Deficit during year ending December 31, 1890		7,901 64
Surplus on December 31, 1890		\$110,007 90

DR.		GENERAL BALANCE SHEET.		CR.
Cost of road	\$542,164 47	Capital stock		\$242,200 00
Cost of equipment	74,134 89	Funded debt		260,000 00
Other assets:		Floating debt		10,321 83
Materials and supplies	6,230 37	Profit and loss:		
		Surplus from operation		110,007 90
	<u>\$622,529 73</u>			<u>\$622,529 73</u>

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation	\$15,631 31	Interest on funded debt paid	\$20,800 00
Net increase floating debt	8,317 02	Other interest paid	311 83
Net amount decrease of other assets	1,079 04	Taxes	2,421 12
		Permanent improvements	1,494 42
Total	<u>\$24,027 37</u>	Total	<u>\$24,027 37</u>

EARNINGS FROM OPERATION.

Items.	Actual Earn-ings.
Passenger revenue	\$28,637 85
Mail	1,569 17
Express	2,343 84
Extra baggage and storage	464 04
Total passenger earnings	<u>\$33,004 90</u>
Freight revenue	\$52,384 06
Other items	1,870 45
Total freight earnings	<u>\$54,254 51</u>
Total passenger and freight earnings	<u>\$87,259 41</u>

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway and renewals of rails and ties			\$23,420 31
Repairs of bridges and culverts			2,419 51
Repairs of fences, road-crossings, signs, and cattle guards			49 90
Repairs of buildings			2,493 23
Totals	\$10,785 53	\$17,597 42	\$28,382 95
Maintenance of equipment:			
Repairs and renewals of locomotives			\$2,637 13
Repairs and renewals of passenger cars			4,455 94
Repairs and renewals of freight cars			2,014 65
Shop machinery, tools, etc.			124 05
Totals	\$3,508 07	\$5,723 70	\$9,231 77
Conducting transportation:			
Wages of enginemen, firemen, and round- housemen			\$5,447 01
Fuel for locomotives			6,950 00
Water supply for locomotives			421 25
All other supplies for locomotives			735 52
Wages of other trainmen			4,343 44
Wages of station agents, clerks, and laborers			7,848 88
Station supplies			35 60
Loss and damage			37 51
Injuries to stock			165 00
Totals	\$9,874 00	\$16,110 21	\$25,984 21
General expenses:			
Salaries of officers			\$6,000 00
General office expenses and supplies			50 00
Advertising			626 20
Insurance			924 05
Stationery and printing			428 92
Totals	\$3,151 08	\$4,878 09	\$8,029 17
Recapitulation of expenses:			
Maintenance of way and structures	\$10,785 53	\$17,597 42	\$28,382 95
Maintenance of equipment	3,508 07	5,723 70	9,231 77
Conducting transportation	9,874 00	16,110 21	25,984 21
General expenses	3,151 08	4,878 09	8,029 17
Grand totals	\$27,318 68	\$44,309 42	\$71,628 10
Percentage of operating expenses to earnings			82

CONTRACTS, AGREEMENTS, ETC.

Agreement with Wells, Fargo & Co. for transportation of express, they paying double first class rates on all merchandise other than fruit, fish, vegetables, and butter, for which they pay one and one half times first class rates, also paying \$75 per month fare of messenger.

Contract for carrying United States mail, with Postal Department, at \$75 24 per mile. With Western Union Telegraph Company, who transact the business of the road free, in consideration of employes to repair and keep lines in order.

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Daily Compensation.
General officers.....	3	\$6,000 00	\$5 55
Station agents.....	3	3,420 00	3 18
Other station men.....	5	3,322 85	2 00
Enginemen.....	2	2,503 01	3 87
Firemen.....	2	1,806 25	2 50
Conductors.....	2	2,610 00	3 58
Other trainmen.....	4	2,980 49	2 20
Machinists.....	2	2,355 67	3 75
Carpenters.....	2	2,127 60	4 00
Other shopmen.....	2½	2,044 50	3 00
Section foremen.....	2	1,655 10	2 70
Other trackmen.....	21	12,710 39	2 00
All other employés and laborers.....	4	3,072 80	2 50
Totals.....	54	\$46,408 66	-----

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue.....	23,270	.
Number of passengers carried one mile.....	396,780	
Average distance carried—miles.....	14	
Total passenger revenue.....		\$28,637 85
Amount received from each passenger.....		1 01
Average receipts per passenger per mile.....		07
Cost of carrying each passenger one mile.....		02
Passenger earnings per mile of road.....		1,457 80
Passenger earnings per train mile.....		1 83
Freight traffic:		
Number of tons carried of freight earning revenue.....	25,398	
Number of tons carried one mile.....	457,164	
Average distance haul of one ton—miles.....	18	
Total freight revenue.....		52,384 06
Amount received for each ton of freight.....		2 06
Average receipts per ton per mile.....		11.4
Cost of carrying one ton one mile.....		03.6
Freight earnings per mile of road.....		2,396 35
Freight earnings per train mile—north, east, south, or west.....		1 66
Passenger and freight:		
Passenger and freight earnings.....		87,259 41
Passenger and freight earnings per mile of road.....		3,854 21
Expense per mile of road.....		3,163 85
Total earnings of road, including mails, express, etc.....		87,259 41
Train mileage:		
Miles run by passenger trains.....	3,217	
Miles run by freight trains.....	17,804	
Miles run by mixed trains.....	29,545	
Total mileage trains earning revenue.....	50,566	
Miles run by construction and other trains.....	4,706	
Total train mileage.....	55,272	

DESCRIPTION OF ROAD AND EQUIPMENT.

	Total at End of Year.
Locomotives:	
Passenger	2
Freight	1
Total	3
Cars in passenger service:	
First class passenger cars	2
Combination passenger cars	2
Total	4
Cars in freight service:	
Box cars	20
Flat cars	25
Other cars	4
Total	49
Grand total	56

MILEAGE OF ROAD OPERATED.

Line in Use.	Mileage.	Iron Rails.	Steel Rails.
Length of single track	22.64	14.64	8
Length of yard track, sidings, and spurs	3.75	3.75	.....
Aggregate length of all tracks	26.39	18.39	8

RENEWALS OF RAILS AND TIES.

New rails laid during year, steel, 105 tons. Average price of rails at distributing point, steel, \$60 per ton.

New ties laid during year, 7,000 cedar and pine. Average price at distributing point, 32 cents each.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

The passenger, freight, switching, and construction locomotives, in running 55,612 miles, consumed 1,985 cords of wood, the average cost of which at distributing point was \$3 50 per cord.

CHARACTERISTICS OF ROAD.

Colfax to Nevada City: Length, 22.64 miles; number of curves, 171; aggregate length of curved lines, 13.78 miles; length of straight track, 8.86 miles; length of level track, 1.06 miles; number of ascending grades, 10; sum of ascents, 1,156 feet; aggregate length of ascending grades, 11.86 miles; number of descending grades, 7; sum of descents, 1,041 feet; aggregate length of descending grades, 9.72 miles.

Bridges: Wooden, 1; combination, 1.

Trestles: Aggregate length, 1,975 feet.

Tunnels: Number, 2; maximum length, 420 feet; minimum length, 370 feet; aggregate length of all tunnels, 790 feet.

Gauge of track: 8 feet.

Telegraph operated by Western Union Telegraph Company, 17 miles.

Number of stations on all roads operated by this company in California, 9.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From Colfax to Grass Valley	April 17, 1876.
From Grass Valley to Nevada City	May 24, 1876.

STATE OF CALIFORNIA, }
County of Nevada. } ss.

John F. Kidder, President of the Nevada County Narrow Gauge Railroad Company, and George Fletcher, Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

JOHN F. KIDDER.
GEORGE FLETCHER.

Subscribed and sworn to before me, this tenth day of July, 1891.

[SEAL]

JOHN MULROY,
Notary Public.

NATIONAL CITY AND OTAY RAILWAY COMPANY.

HISTORY.

1. Name of common carrier making this report: National City and Otay Railway Company.
2. Date of organization: December 28, 1886.
3. Under laws of what Government, State, or Territory organized: Laws of the State of California.
4. National City and Otay Railway Company, incorporated December 28, 1886; Otay Railway Company, incorporated September 28, 1887. Copy of articles of incorporation filed with Secretary of State: National City and Otay Railway Company, January 13, 1887; Otay Railway Company, October 10, 1887. Copy of articles of association, incorporation, amalgamation, and consolidation filed with Secretary of State, October 12, 1888. Certificate of increase of capital stock filed with Secretary of State, January 5, 1889.
5. Date: October 1, 1888. Authority: Statutes of California.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Benjamin Kimball.....	Boston, Mass.....	Until successor elected.
Benjamin P. Chancey.....	Boston, Mass.....	Until successor elected.
Walter L. Frost.....	Boston, Mass.....	Until successor elected.
Wm. G. Dickinson.....	National City, Cal.....	Until successor elected.
Warren C. Kimball.....	National City, Cal.....	Until successor elected.
W. D. Dickinson.....	National City, Cal.....	Until successor elected.
Henry Gray.....	National City, Cal.....	Until successor elected.

Total number of stockholders at date of last election: 8.

Date of last meeting of stockholders for election of Directors: March 18, 1890.

Post Office address of general office: National City, Cal., and Boston, Mass.

Post Office address of operating office: National City, Cal.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Benjamin Kimball.....	Boston, Mass.
Vice-President.....	Wm. G. Dickinson.....	National City, Cal.
Secretary and Assistant		
Treasurer.....	Henry Gray.....	National City, Cal.
Treasurer.....	S. W. Reynolds.....	Boston, Mass.
Chief Engineer.....	J. D. Schuyler.....	National City, Cal.
Acting General Manager.....	George J. Lockie.....	National City, Cal.

PROPERTY OPERATED.

Name.	Terminals.	Description.	Miles.
National City and Otay Railway.....	San Diego to Oneonta.....	Main line.....	16.29
	Tia Juana Junction to Tia Juana.....	Branch line.....	4.46
	Sweetwater Junction to La Presa.....	Branch line.....	7.83
Total.....			28.58

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common.....	\$100 00	\$1,300,000 00	\$200,000 00

FUNDED DEBT.

Class of Bond or Obligation.		Amount Issued and now Outstanding.
First mortgage 6 per cent gold bonds—Dec. 1, 1888; due, Dec. 1, 1933.....		\$451,000 00
Class of Bond or Obligation.	Rate of Interest.	Interest Accrued During Year.
First mortgage 6 per cent gold bonds ...	6 per cent, June & December	\$27,060 00

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1890.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Audited vouchers and accounts..	\$4,818 23	Bills receivable	\$3,438 30
Wages and salaries.....	239 05	Balance—floating debt.....	1,618 98
Total	\$5,057 28	Total	\$5,057 28

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures not Operating Expenses.
Construction:	
Right of way.....	\$1 00
Fences	17 10
Grading and bridge and culvert masonry	187 67
Bridges and trestles.....	26 02
Rails	379 56
Other superstructure	911 79
Buildings, furniture, and fixtures.....	66 00
Engineering expenses.....	98 56
Total construction	\$1,887 70
Equipment:	
Freight cars.....	\$2,269 02
Total equipment	\$2,269 02
Total construction and equipment.....	\$3,956 72

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1889.	Net Additions during Year.	Total Cost to Dec. 31, 1890.
Construction:			
Right of way.....		\$1 00	
Fences.....		17 10	
Grading and bridge and culvert masonry.....		187 67	
Bridges and trestles.....		28 02	
Rails.....		379 56	
Other superstructure.....		911 79	
Buildings, furniture, and fixtures.....		66 00	
Engineering expenses.....		98 56	
Total construction.....	\$362,086 22	\$1,687 70	\$363,773 92
Equipment:			
Freight cars.....		\$2,269 02	
Total equipment.....	\$76,265 03	\$2,269 02	\$78,534 05
Total cost construction and equipment.....	\$438,351 25	\$3,956 72	\$442,307 97

INCOME ACCOUNT.

Passenger earnings.....	\$27,135 24
Freight earnings.....	21,508 02
Mail and express.....	977 37
Total.....	\$49,620 63
Operating expenses.....	52,280 28
Deficit.....	\$2,659 65

Dr.

GENERAL BALANCE SHEET.

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Cost of road.....	\$363,773 92	Subscription account, etc.....	\$493,744 10
Cost of equipment.....	75,859 05	Sundries.....	5,067 28
Other assets:		Profit and loss:	
Materials and supplies.....	6,613 19	Surplus from other business	
Sundries.....	34,588 56	investments.....	300 00
Profit and loss:			
Deficit from operation.....	2,659 65		
Deficit from other business			
investments.....	150 00		
Deficit for 1889.....	15,457 01		
Total.....	\$499,101 38	Total.....	\$499,101 38

EARNINGS FROM OPERATION.

Items.	Actual Earnings.
Passenger revenue.....	\$27,135 24
Mail and express.....	977 37
Total passenger earnings.....	\$28,112 61
Freight revenue.....	21,508 02
Total passenger and freight earnings.....	\$49,620 63

.OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway	\$2,558 81		\$7,876 43
Renewals of rails		\$5,117 62	
Repairs of bridges and culverts	70 44	140 88	211 32
Repairs of fences, road-crossings, signs, and cattle guards	3 10	6 20	9 30
Repairs of buildings	27 15	54 29	81 44
Totals	\$2,659 50	\$5,318 99	\$7,978 49
Maintenance of equipment:			
Repairs and renewals of locomotives	\$1,060 94	\$2,121 88	\$3,182 82
Repairs and renewals of passenger cars	785 60	1,671 21	2,356 81
Repairs and renewals of freight cars	95 65	191 30	286 95
Shop machinery, tools, etc.	25 82	51 66	77 48
Totals	\$1,968 01	\$3,936 05	\$5,904 06
Conducting transportation:			
Wages of enginemen, firemen, and round- housemen	\$2,988 05	\$5,976 03	\$8,964 08
Fuel for locomotives	3,257 72	6,515 44	9,773 16
Water supply for locomotives	107 50	215 01	322 51
All other supplies for locomotives	140 99	281 97	422 96
Wages of other trainmen	1,826 68	3,653 37	5,480 05
All other train supplies	40 78	81 58	122 36
Wages of station agents, clerks, laborers, and station supplies	1,114 55	2,229 12	3,343 67
Loss and damage	22 55	45 10	67 65
Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel, and supplies	747 33	1,494 67	2,242 00
Totals	\$10,246 15	\$20,492 29	\$30,738 44
General expenses:			
Salaries of officers and clerks and general office expenses, and supplies	\$1,508 99	\$3,007 97	\$4,511 96
Advertising	188 83	377 66	566 49
Insurance	62 34	124 66	187 00
Rents of buildings, tracks, yards, and terminal	76 78	153 57	230 35
Legal expenses	140 48	280 95	421 43
Stationery and printing	35 44	70 88	106 32
Other general expenses	545 25	1,090 49	1,635 74
Totals	\$2,553 11	\$5,106 18	\$7,659 29
Recapitulation of expenses:			
Maintenance of way and structures	\$2,659 50	\$5,318 99	\$7,978 49
Maintenance of equipment	1,968 01	3,936 05	5,904 06
Conducting transportation	10,246 15	20,492 29	30,738 44
General expenses	2,553 11	5,106 18	7,659 29
Grand totals	\$17,426 77	\$34,853 51	\$52,280 28
Percentage of operating expenses to earnings			105

.CONTRACTS, AGREEMENTS, ETC.

Mail Contract.—May 18, 1889, route No. 46,061, National City to Tia Juana, via Otay, 13.78 miles, from September 10, 1888, to June 30, 1890; rate, \$589 09 per annum, being \$42 75 per mile. May 18, 1889, route No. 46,062, Tia Juana Junction to Oneonta, 1.94 miles, from September 17, 1888, to June 30, 1890; rate, \$85 07 per annum, being \$42 75 per mile. June 24, 1890, route No. 46,061, National City to San Diego, 6.12 miles, extension, from July 22, 1889, to June 30, 1890; rate, \$261 63 per annum, being \$42 75 per mile. August 19, 1890, route No. 176,061, San Diego to Tia Juana, 20.10 miles, from July 1, 1890, to June 30, 1894; rate, \$859 27 per annum, being \$42 75 per mile. August 19, 1890, route No. 176,062, Tia Juana Junction to Oneonta, 1.94 miles, from July 1, 1890, to June 30, 1894; rate, \$82 93 per annum, being \$42 75 per mile.

EMPLOYÉS AND SALARIES.

Class.	Number.	Daily Com- pensation.
General officers (paid in Boston).....	4	-----
Acting General Manager and general office clerks.....	3	\$4 00
Station agents.....	4	1 50
Other station men.....	1	1 50
Enginemen.....	2	3 50
Firemen.....	2	2 25
Conductors.....	2	2 75
Other trainmen.....	2	2 15
Machinists.....	2	2 75
Carpenters.....	1	3 00
Other shopmen.....	3	2 25
Section foremen.....	4	2 50
Other trackmen.....	10	1 75

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue.....	169,781	
Total passenger revenue.....		\$27,135 24
Freight traffic:		
Total freight revenue.....		21,508 02
Mail and express earnings.....		977 37
Passenger and freight:		
Passenger and freight earnings.....		49,620 63
Train mileage:		
Miles run by passenger trains.....	65,588.60	
Miles run by freight trains.....	300.84	
Miles run by mixed trains.....	25,919.44	
Total mileage trains earning revenue.....	91,809.38	
Miles run by construction and other trains.....	777.58	
Total train mileage.....	92,583.96	

DESCRIPTION OF EQUIPMENT.

	Total at End of Year.
Locomotives:	
Passenger.....	6
Total.....	6
Cars in passenger service:	
First class passenger cars.....	7
Combination passenger cars.....	3
Total.....	10
Cars in freight service:	
Box cars.....	4
Flat cars.....	31
Total.....	35
Grand total.....	51

MILEAGE OF ROAD OPERATED.

Length of single track, main line, 16.29 miles; branches, 12.29 miles; total mileage, 28.58 miles. The rails in use on entire line are steel.

CHARACTERISTICS OF ROAD.

Working Divisions or Branches.	Length—Miles	Alignment.		
		Number of Curves.	Aggregate Length of Curved Lines—Miles	Length of Straight Track—Miles
San Diego to Oneonta.....	16.29	36	1.97	14.32
Sweetwater Junction to La Presa.....	7.83	37	2.25	5.58
Tia Juana Junction to Tia Juana.....	4.46	8	.76	3.69

Working Divisions or Branches.	Profile.					
	Length of Level Track—Miles	Number of Ascending Grades	Sum of Ascents—Feet	Aggregate Length of Ascending Grades—Miles	Number of Descending Grades	Sum of Descents—Feet
San Diego to Oneonta.....	2.72	49	431	6.56	54	418
Sweetwater Junction to La Presa.....	.94	30	310	6.80	1	4
Tia Juana Junction to Tia Juana.....	2.32	8	48	1.81	3	9

Bridges: Wooden, 29; combination, 1.

Gauge of track: 56½ inches.

Number of stations on all roads operated by this company in California, 18.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From San Diego to National City.....	June 16, 1887.
From National City to Chula Vista.....	June 26, 1887.
From Chula Vista to Otay.....	Oct. 2, 1887.
From Sweetwater Junction to Whitneys.....	Dec. 4, 1887.
From Whitneys to Sweetwater Dam.....	Dec. 25, 1887.
From Otay to Oneonta.....	Dec. 25, 1887.
From Sweetwater Dam to La Presa.....	Feb. 17, 1888.
From Tia Juana Junction to Tia Juana.....	May 20, 1888.

STATE OF CALIFORNIA, }
County of San Diego. } ss.

George J. Lockie, Acting General Manager of the National City and Otay Railway Company, and Henry Gray, Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

GEO. J. LOCKIE.
HENRY GRAY.

Subscribed and sworn to before me, this thirteenth day of July, 1891.

[SEAL]

GEO. W. BEERMAKER,
Notary Public.

COLUSA AND LAKE RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Colusa and Lake Railroad Company.
2. Date of organization: November 27, 1886.
3. Under laws of what Government, State, or Territory organized: Laws of State of California.
4. Colusa Railroad Company, incorporated July 23, 1885; Colusa and Lake Railroad Company, incorporated June 8, 1886.
5. Date of consolidation: November 27, 1886.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
W. P. Harrington.....	Colusa	First Monday in December, 1891.
E. W. Jones	Colusa	First Monday in December, 1891.
Geo. Hagar	Colusa	First Monday in December, 1891.
J. W. Goad	Colusa	First Monday in December, 1891.
E. A. Harrington	Colusa	First Monday in December, 1891.
Peter Peterson	Sites	First Monday in December, 1891.
John Sites	Sites	First Monday in December, 1891.
J. H. Roberts	Sacramento	First Monday in December, 1891.
John Boggs	Princeton	First Monday in December, 1891.

Total number of stockholders at date of last election: 100.

Date of last meeting of stockholders for election of Directors: December 1, 1890.

Post Office address of general and operating offices: Colusa.

OFFICERS.

Title.	Name.
Chairman of the Board, and President	W. P. Harrington.
Vice-President	E. W. Jones.
Secretary	T. Harrington.
Treasurer	Colusa County Bank.
General Superintendent	E. A. Harrington.

PROPERTY OPERATED.

The Colusa and Lake Railroad is operated from Colusa to Sites, a distance of 22 miles.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common	\$100 00	\$400,000 00	\$100,500 00

Manner of payment for capital stock: Issued for cash, 1,005 shares; total cash realized, \$100,500.

FUNDED DEBT.

Class of Bond or Obligation.		Amount of Authorized Issue and now Outstanding.	Cash Realized on the Amount Outstanding.
Bonds secured by deed of trust; Apr. 1, 1887; due, 1907.		\$70,000 00	\$70,000 00
Class of Bond or Obligation.	Rate of Interest.	Interest Accrued During Year.	Interest Paid During Year.
Bonds secured by deed of trust..	6 per ct., Apr. & Oct.	\$4,200 00	\$4,200 00

As security for debt, the road from Colusa to Sites, a distance of 22 miles, and also all equipment, was mortgaged.

FLOATING DEBT AND CURRENT LIABILITIES.

Amount of interest and discount paid during year upon floating debt and current liabilities was \$27 62.

RECAPITULATION.

Accounts.	Total Amounts.	Miles.	Amount per Mile of Road.
Capital stock	\$100,500 00	22	\$7,807 80
Funded debt	70,000 00		
Floating debt, balance of	1,267 14		
Totals	\$171,767 14	22	\$7,807 80

Authorized capital is \$400,000.

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures —Operating Expenses.
Construction:	
Buildings, furniture, and fixtures	\$432 91
Total construction	\$432 91
Equipment:	
Combination cars	\$550 00
Other cars of all classes	1,750 00
Total equipment	\$2,300 00
Total construction and equipment	\$2,732 91

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1889.	Net Additions During Year.	Total Cost to Dec. 31, 1890.
Construction	\$148,491 81	\$413 25	\$148,905 06
Buildings, furniture, and fixtures	8,251 01	432 91	8,683 92
Total construction			\$157,588 98
Equipment:			
Locomotives			\$9,485 85
Cars of all classes	\$12,655 85	\$2,300 00	14,955 85
Total equipment			\$24,441 70
Total cost construction and equipment			\$182,030 68

INCOME ACCOUNT.

Gross earnings from operation.....	\$23,000 02	
Less operating expenses	15,807 13	
Income from operation		\$7,192 89
Deductions from income:		
Interest on funded debt accrued during year.....	\$4,200 00	
Interest and discount on floating debt paid during year....	27 62	
Taxes	754 88	
Total deductions from income.....		4,982 00
Net income		\$2,210 89

DR.

GENERAL BALANCE SHEET.

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Cost of road	\$157,588 98	Capital stock.....	\$100,500 00
Cost of equipment.....	24,441 70	Funded debt.....	70,000 00
Other permanent investments.....	2,925 00	Profit and loss:	
		Surplus from operation....	14,455 68
Total	\$184,955 68	Total	\$184,955 68

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation.....	\$7,192 89	Interest on funded debt paid ..	\$4,200 00
Net increase floating debt	1,484 67	Other interest paid	27 62
		Taxes	754 38
		Permanent improvements	848 16
		Equipment	2,687 55
Total	\$8,677 56	Total	\$8,677 56

EARNINGS FROM OPERATION.

Items.	Total Receipts.	Deductions, Etc.	Actual Earnings.
Passenger revenue.....	\$15,324 95		
Less repayments, tickets redeemed.....		\$3,187 10	
Total passenger revenue.....			\$12,187 85
Mail			889 10
Express			480 00
Total passenger earnings			\$13,606 95
Freight revenue	9,420 58		
Less repayments		\$561 51	
Total freight revenue.....			8,859 07
Total passenger and freight earnings.....			\$22,466 02
Other earnings from operation:			
Rentals of buildings.....			534 00
Total gross earnings from operation.....			\$23,000 02

EMPLOYEES AND SALARIES.

Class.	Number.	Total Yearly Compensation.
General Superintendent.....	1	\$1,200 00
Secretary	1	180 00
Station agents	2	420 00
Enginemen	2	1,980 00
Firemen	1	720 00
Conductors	1	780 00
Other trainmen	1	720 00
Machinists	1	720 00
Section foremen	1	780 00
Other trackmen	10	3,900 00
All other employes and laborers.....	1	80 00
Totals	22	\$11,430 00

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue	10,136	
Total passenger revenue		\$12,187 85
Freight traffic:		
Number of tons carried of freight earning revenue	9,060	
Total freight revenue		8,859 07

FREIGHT TRAFFIC MOVEMENT—(Company's material excluded).

The freight moved by this company over its road during the year amounted to 9,060 tons, of which at least 80 per cent was grain.

DESCRIPTION OF EQUIPMENT.

	Number Added Dur- ing Year.	Total Num- ber at End of Year.
Locomotives:		
Passenger		2
Cars in passenger service:		
First class passenger cars		2
Combination passenger cars	1	1
Baggage, express, and postal cars		2
Totals	1	5
Cars in freight service:		
Box cars		4
Flat cars	10	20
Totals	10	24
Grand totals	11	31

MILEAGE OF ROAD OPERATED.

Length of single track, 22 miles; length of yard track, sidings, and spurs, 1 mile; total length of all tracks, 23 miles—all equipped with steel rails.

CHARACTERISTICS OF ROAD.

Bridges: Wooden, 2.
Trestles: Number, 2; aggregate length, one half mile.
Gauge of track: 3 feet.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From Colusa to Colusa Junction	Feb. 1, 1886.
From Colusa Junction to Sites	Aug. 10, 1887.

STATE OF CALIFORNIA, }
County of Colusa. } ss.

W. P. Harrington, President of the Colusa and Lake Railroad Company, and T. Harrington, Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

W. P. HARRINGTON.
T. HARRINGTON.

Subscribed and sworn to before me, this twenty-fourth day of August, 1891.

[SEAL]

JOHN H. LEINING,
Notary Public.

ARCATA AND MAD RIVER RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Arcata and Mad River Railroad Company.
2. Date of organization: December 29, 1881.
3. Under laws of what Government, State, or Territory organized: Laws of the State of California.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
F. Korbel	San Francisco	January, 1892.
A. Korbel	San Francisco	January, 1892.
J. Korbel	San Francisco	January, 1892.
Anna Korbel	San Francisco	January, 1892.
Therese Korbel	San Francisco	January, 1892.

Number of stockholders at date of last election: 5.

Last meeting of stockholders for election of Directors: January, 1891.

Post Office address of general office: 823 Bryant Street, San Francisco.

Post Office address of operating office: Arcata, Humboldt County, California.

OFFICERS.

Title.	Name.	Location of Office.
President	F. Korbel	San Francisco.
Secretary	J. Korbel	San Francisco.
Treasurer	A. Korbel	San Francisco.
General Superintendent	V. Zaruba	Arcata.

PROPERTY OPERATED.

The Arcata and Mad River Railroad is operated from Arcata to North Fork, a distance of 12 miles.

CAPITAL STOCK.

Manner of Payment for Capital Stock.	Number of Shares.	Total Cash Realized.
Issued for cash	3,000	\$60,000 00
Issued for construction	5,400	108,000 00
Totals	8,400	\$168,000 00

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1890.	Cash Assets Available for Payment of Floating Debt and Current Liabilities.
Loans and bills payable—	Cash
bank	\$19 24
Wages and salaries	Bills receivable
Miscellaneous	Wood
Balance—cash assets	Balance—floating debt
\$1,623 21	173,998 08
592 80	
83 74	
187,740 00	
Total	Total
\$190,039 75	\$190,039 75

RECAPITULATION.

Accounts.	Total Amount.	Miles.	Amount per Mile of Road.
Capital stock, etc.....	\$187,740 00	12	\$15,645 00

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures During the Year.		
	Included in Operating Expenses.	Not Included in Operating Expenses.	Total Expenditures.
Construction:			
Roadbed.....	\$121,547 51	\$111,525 66	\$10,021 85
Fences.....	204 41		204 41
Bridges and trestles.....	2,150 92		2,150 92
Other superstructure.....	57 08		57 08
Buildings, furniture, and fixtures.....	16,798 90	16,400 00	398 90
Shop machinery and tools.....	1,594 20	1,423 40	170 80
Telegraph and telephone lines.....	153 57		153 57
Wharfing, etc.....	919 29		919 29
Total construction.....	\$143,425 88	\$129,349 06	\$14,076 82
Equipment:			
Locomotives and cars of all kinds.....	\$45,729 04	\$41,049 02	\$4,680 02
Floating equipment.....	6,068 31	3,600 00	2,468 31
Total equipment.....	\$51,797 35	\$44,649 02	\$7,148 33
Total construction and equipment.....	\$195,223 23	\$173,998 08	\$21,225 15

STOCKS OWNED.

Name.	Total Par Value.	Income or Dividend Received.
F. Korbel.....	\$168,000 00	\$14,625 81
A. Korbel.....		
J. Korbel.....		
Anna Korbel.....		
Therese Korbel.....		

INCOME ACCOUNT.

Gross income.....	\$112,409 63
Less expenses.....	87,783 82
Net income.....	\$24,625 81

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.	Appropriation of Resources.
Net income from operation ... \$14,625 81	Taxes..... \$1,101 24
Net amount realized from stock issued..... 168,000 00	Dividends..... 14,625 81
	Sinking fund..... 10,000 00

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, etc.	Actual Earn- ings.
Passenger revenue	\$20,575 65		
Less repayments		\$44 25	
Total passenger revenue			\$20,531 40
Mail	1,408 93		1,408 93
Express	144 00		144 00
Interest	2,552 11	22 68	2,529 43
Total passenger earnings			\$24,613 76
Freight revenue:			
Lumber	64,046 65	75 16	\$63,971 49
Dockage	145 95		145 95
Wharfage and storage	8,166 13		8,166 13
Merchandise	19,582 78	9,571 88	10,010 90
Total freight revenue			\$82,294 47
Commission	267 04	92 23	174 81
Total freight earnings			\$82,469 28
Other earnings from operation:			
Logging	5,980 81	944 72	\$4,986 09
Total gross earnings from operation			\$112,069 63

OPERATING EXPENSES.

Items.	Total.
Maintenance of way and structures:	
Repairs of roadway	\$10,021 85
Repairs of bridges and culverts	2,150 92
Repairs of fences, road-crossings, signs, and cattle guards	204 41
Repairs of buildings	398 90
Repairs of docks and wharves	919 29
Repairs of telegraph	153 57
Other expenses	57 08
Maintenance of equipment:	
Repairs and renewals of locomotives and passenger and freight cars	4,680 02
Repairs and renewals of ferry-boats, tugs, floats, and barges	2,468 31
Conducting transportation:	
Wages of enginemen, firemen, and roundhousemen	3,480 00
Fuel for locomotives	2,802 07
Water supply for locomotives	38 50
Wages of men unloading on wharf	5,087 05
Wages of trainmen	1,680 00
Wages of laborers	660 00
Loss and damage	71 68
Wood for floating equipment	1,174 68
Wages for floating equipment	3,360 00
Other expenses	132 00
General expenses:	
Salaries of officers	40,000 00
Salaries of clerks	3,500 00
Advertising	270 65
Insurance	240 00
Rents of buildings, tracks, yards, and terminal	153 64
Other general expenses	4,069 20
Total	\$87,788 82

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

EMPLOYÉS AND SALARIES.

Class.	Number.	Compensation per Month.	Compensation per Day.
General office clerks.....	2	\$65 00	-----
Station agents.....	1	180 00	-----
Other station men.....	1	55 00	-----
Enginemen.....	3	80 00	-----
Firemen.....	3	60 00	-----
Brakeman.....	1	80 00	-----
Brakeman.....	1	60 00	-----
Carpenters.....	2	-----	\$3 35
Section foremen.....	2	70 00	-----
Other trackmen.....	8	-----	2 30
Wharf foreman.....	1	80 00	-----
Employés—account floating equipment.....	2	50 00	-----
All other employés and laborers.....	6	60 00	-----
Captain.....	1	100 00	-----
Engineer.....	1	80 00	-----
Totals.....	35	-----	-----

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue.....	38,320	
Total passenger revenue.....		\$20,531 40
Freight traffic:		
Number of tons carried of freight earning revenue.....	9,002	
Amount received for each ton of freight.....		1 00
Average number of loaded cars in train.....	18	
Average number of empty cars in train.....	20	
Average number of tons of freight in train.....	72	
Average number of tons of freight in each loaded car.....	4	

FREIGHT TRAFFIC MOVEMENT—(Company's material excluded).

Commodities.	Originating on this Road.	From Connecting Roads.
Grain.....		850
Flour.....		594
Merchandise.....	2,221	-----
Milk.....	15,034 gallons.	-----
Potatoes.....	685	-----
Wool.....	57	-----
Hides and leather.....	85	-----
Bolts.....	482½ cords.	-----
Bark.....	100 cords.	-----
Shakes.....	6,513,875 M.	-----
Shingles.....	36,441,250 M.	-----
Lumber.....	26,774,697 feet.	-----
Posts.....	978 pieces.	-----
Wines, liquors, and beers.....	-----	232
Coal oil.....	-----	130
Merchandise.....	-----	4,148
Total tonnage.....	3,048	5,964

DESCRIPTION OF EQUIPMENT.

	Added During Year.	Total at End of Year.
Locomotives:		
Passenger		4
Total		4
Cars in passenger service:		
Second class passenger cars	2	3
Combination passenger cars		1
Totals	2	4
Cars in freight service:		
Box cars		2
Flat cars		163
Total		165
Cars in company's service:		
Logging cars	2	16
Grand totals	4	189

MILEAGE OF ROAD OPERATED.

Length of single track, 12 miles; length of yard track, sidings, and spurs, 3 miles; total length of all tracks, 15 miles, of which 7 miles are equipped with iron rails, and 8 miles with steel rails.

RENEWALS OF TIES.

New ties to the number of 2,149 were laid during the year; kind of wood used, red-wood.

CONSUMPTION OF FUEL.

	Wood—Cords.
Passenger, freight, and switching locomotives	82914
Steamer "Alta"	6714

ACCIDENTS.

During the year one employé of this road was injured.

CHARACTERISTICS OF ROAD.

Arcata to North Fork: Length, 12 miles; number of curves, 34; length of straight track, 3 miles.

Bridges: Combination, 1.

Trestles: Number, 17; aggregate length, 3,550 feet.

Gauge of track: 45½ inches.

Number of stations on all roads operated by this company in California: 1.

DESCRIPTION OF ROAD.

The road from Arcata to North Fork was opened for public use in December, 1883.

STATE OF CALIFORNIA, }
City and County of San Francisco. } ss.

Franz Korbelt, President of the Arcata and Mad River Railroad Company, and Josef Korbelt, Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

F. KORBEL.
J. KORBEL.

Subscribed and sworn to before me, this twentieth day of July, 1891.

[SEAL]

JAMES L. KING,
Notary Public.

VISALIA RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Visalia Railroad Company.
2. Date of organization: May 24, 1874.
3. Under laws of what Government, State, or Territory organized: Laws of State of California.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
R. E. Hyde.....	Visalia.....	June 9, 1891.
E. Jacob.....	Visalia.....	June 9, 1891.
Solomon Sweet.....	San Francisco.....	June 9, 1891.
L. C. Hyde.....	Visalia.....	June 9, 1891.
S. Mitchell.....	Visalia.....	June 9, 1891.

Total number of stockholders at date of last election: 5.

Date of last meeting of stockholders for election of Directors: June 9, 1890.

Post Office address of general and operating offices: Visalia.

OFFICERS.

Title.	Name.	Location of Office.
President.....	R. E. Hyde.....	Visalia.
Vice-President.....	E. Jacob.....	Visalia.
Secretary.....	Julius Levy.....	Visalia.
Treasurer.....	E. Jacob.....	Visalia.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common.....	\$100 00	\$100,000 00	\$82,025 00

Manner of payment for capital stock: Issued for cash, 1,000 shares; total cash realized, \$82,025.

RECAPITULATION.

Accounts.	Total Amount.	Miles.	Amount per Mile of Road.
Capital stock.....	\$100,000 00	8½	\$14,886 00

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures not Operating Expenses.
Construction:	
Grading and bridge and culvert masonry.....	\$1,670 10
Rails.....	18,561 80
Total construction.....	\$20,231 90

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1889.	Net Additions During Year.	Total Cost to Dec. 31, 1890.
Construction	\$87,989 55		
Grading and bridge and culvert masonry		\$1,870 10	
Rails		18,561 80	
Total construction			\$108,231 45
Equipment	\$36,001 50		
Total equipment			36,001 50
Total cost of construction and equipment			\$144,232 95

Cost of construction and equipment per mile of road is \$17,307.

STOCKS OWNED.

Name.	Total Par Value.
R. E. Hyde	\$43,500 00
E. Jacob	24,700 00
Solomon Sweet	31,100 00
L. C. Hyde	400 00
S. Mitchell	300 00

MISCELLANEOUS INCOME.

Items.	Gross Income.	Less Expense.	Net Mis- cellaneous Income.
Fares	\$11,743 55		
Freight	12,512 20		
Express	925 00		
Mail	196 48		
Construction:			
Taxes		\$1,000 00	
Salaries		8,956 00	
Other salaries		715 65	
Insurance		62 50	
Carriage, Southern Pacific Railroad		1,200 00	
Fuel for locomotives		2,200 00	
Station supplies		650 00	
Totals	\$25,377 23	\$14,784 15	\$10,593 08

INCOME ACCOUNT.

Gross earnings from operation	\$25,377 23	
Less operating expenses	14,784 15	
Income from operation		\$10,593 08
Taxes		1,000 00
Net income		\$9,593 08

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

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Dr.	GENERAL BALANCE SHEET.		Cr.
Cost of road	\$108,231 45	Capital stock	\$82,025 00
Cost of equipment	36,001 50	Profit and loss	69,207 95
Lands owned	3,000 00		
Other assets:			
Materials and supplies	4,000 00		
Total	\$151,232 95	Total	\$151,232 95

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation----	\$10,593 08	Taxes-----	\$1,000 00
Net amount realized from stock issued-----	82,025 00	Permanent improvements-----	108,231 45
		Equipment-----	36,001 50

EARNINGS FROM OPERATION.

Items.	Actual Earnings.
Passenger revenue	\$11,743 55
Mail	196 48
Express	925 00
Total passenger earnings	\$12,865 03
Freight revenue	12,512 20
Total passenger and freight earnings	\$25,377 23

OPERATING EXPENSES.

Items.	Amount.
Conducting transportation:	
Wages of enginemen, firemen, and roundhousemen	\$8,956 00
Fuel for locomotives	2,200 00
Wages of other trainmen	715 65
Station supplies	650 00
Car mileage—balances	1,200 00
Total	\$13,721 65

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Daily Compensation.
General officers	3		
Station agents	1	\$1,200 00	\$3 29
Firemen	1	1,320 00	3 61
Conductors	1	720 00	1 97
Other trainmen	1	720 00	1 97
Section foremen	1	1,080 00	3 46
Other trackmen	4	3,116 00	2 50
All other employes and laborers		800 00	2 00
Totals	12	\$8,956 00	

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue.....	23,487	
Average distance carried—miles.....	7 $\frac{1}{2}$	
Total passenger revenue.....		\$11,743 55
Amount received from each passenger.....		50
Average receipts per passenger per mile.....		07
Freight traffic:		
Number of tons carried of freight earning revenue....	14,669	
Average distance haul of one ton—miles.....	7 $\frac{1}{2}$	
Total freight revenue.....		12,512 20
Amount received for each ton of freight.....		85
Average receipts per ton per mile.....		12
Total train mileage.....	22	

FREIGHT TRAFFIC MOVEMENT—(Company's material excluded).

Commodities.	Originating on this Road.	From Connecting Roads.
Products of agriculture:		
Grain.....	1,561	
Flour.....	67	40
Hay.....	50	
Fruit and vegetables.....	504	21 $\frac{1}{2}$
Products of animals:		
Live stock.....	1,050	70
Products of mines:		
Charcoal.....	50	
Bituminous coal.....		222
Products of forest:		
Lumber.....	353	1,089 $\frac{1}{2}$
Manufactures:		
Petroleum and other oils.....		127 $\frac{1}{2}$
Sugar.....		33
Iron—pig and bloom.....		15 $\frac{1}{2}$
Cement, brick, and lime.....		123 $\frac{1}{2}$
Agricultural implements.....		79 $\frac{1}{2}$
Wines, liquors, and beers.....		307 $\frac{1}{2}$
Household goods and furniture.....	92	60
Merchandise.....	3,693	2,235 $\frac{1}{2}$
Miscellaneous.....		900
Total tonnage.....	7,420	5,275

The total amount of freight moved by the company's locomotives, 12,695 tons.

DESCRIPTION OF EQUIPMENT.

	At End of Year.
Locomotives.....	3
Combination passenger cars.....	2

MILEAGE OF ROAD OPERATED.

Length of single track, 7 $\frac{1}{2}$ miles; length of yard track, sidings, and spurs, 1 mile; total length of all tracks, 8 $\frac{1}{2}$ miles.

RENEWALS OF RAILS.

New rails laid during year, steel, 800 tons. Average price at distributing point, \$61 87 per ton.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Mixed train locomotives consumed 540 tons of coal.

CHARACTERISTICS OF ROAD.

Bridges: Wooden, 2.

Gauge of track: Standard.

Telegraph: Owned and operated by this company, $7\frac{1}{2}$ miles of line.

Number of stations on all roads operated by this company in California, 1 (the terminus).

STATE OF CALIFORNIA, }
County of Tulare. } ss.

R. E. Hyde, President of the Visalia Railroad Company, and Julius Levy, Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

R. E. HYDE.
JULIUS LEVY.

Subscribed and sworn to before me, this twenty-fifth day of June, 1891.

[SEAL]

C. J. GIDDINGS,
Notary Public.

VISALIA AND TULARE RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Visalia and Tulare Railroad Company.
2. Date of organization: November 4, 1887.
3. Under laws of what Government, State, or Territory organized: Laws of State of California.

ORGANIZATION.

Names of Directors.	Post Office Address.
Jasper Harrell	Visalia, Cal.
A. J. Harrell	Visalia, Cal.
V. D. Knapp	Visalia, Cal.
G. A. Botsford	Visalia, Cal.
J. Goldman	Tulare, Cal.
T. H. Thompson	Tulare, Cal.
H. P. Perkins	Tulare, Cal.

Total number of stockholders at date of last election: 9.
 Date of last meeting of stockholders for election of Directors: June 2, 1890.
 Post Office address of general and operating offices: Visalia, Cal.

OFFICERS.

Title.	Name.	Location of Office.
President	Jasper Harrell	Visalia, Cal.
Vice-President	J. Goldman	Tulare, Cal.
Secretary	A. J. Harrell	Visalia, Cal.
Treasurer	Harrell & Son	Visalia, Cal.
General Superintendent	A. J. Harrell	Visalia, Cal.
General Passenger Agent	T. H. Thompson	Tulare, Cal.

PROPERTY OPERATED.

The Visalia and Tulare Railroad is operated from Visalia to Tulare, a distance of 11½ miles.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common	\$100 00	\$100,000 00	\$50,000 00

Manner of payment for capital stock: Issued for cash, 1,000 shares; total cash realized, \$50,000.

FUNDED DEBT.

Class of Bond or Obligation.	Amount Issued and now Outstanding.	Cash Realized on the Amount Outstanding.
First mortgage, 1888; due, 1898	\$50,000 00	\$49,000 00

Class of Bond or Obligation.	Rate of Interest.	Interest Accrued During Year.	Interest Paid During Year.
First mortgage	7 per cent, semi-annually	\$3,500 00	\$3,500 00

As security for funded debt, the road from Visalia to Tulare, a distance of 11½ miles, together with all equipment, was mortgaged.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and including December 31, 1890.	Cash Assets Available for Payment of Floating Debt and Current Liabilities.
Loans and bills payable \$9,743 47	Balance—floating debt..... \$9,743 47

RECAPITULATION.

Accounts.	Total Amount.	Miles.	Amount Per Mile of Road.
Capital stock	\$50,000 00	11½	{ \$4,347 82 4,347 82 847 25
Funded debt	50,000 00		
Floating debt, balance of	9,743 47		
Totals	\$109,743 47	11½	\$9,542 89

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1890.	Cost per Mile.
Construction:		
Track account	\$91,054 66	\$7,917 78
Buildings, furniture, and fixtures.....	2,612 12	227 13
Total construction.....	\$93,666 78	\$8,144 91
Equipment	21,150 78	1,839 19
Total cost of construction and equipment	\$114,817 56	\$9,984 10

INCOME ACCOUNT.

Gross earnings from operation.....	\$18,602 99	
Less operating expenses	12,523 10	
Income from operation		\$6,079 89
Deductions from income:		
Interest on funded debt accrued during year.....	\$3,500 00	
Interest and discount on floating debt paid during year...	2,940 78	
Other deductions	528 63	
Total deductions from income.....		6,969 41
Net loss.....		\$889 52
Surplus on December 31, 1889.....	\$6,336 94	
Deficit for year ending December 31, 1890	889 52	
Surplus December 31, 1890		\$5,447 42

DR.

GENERAL BALANCE SHEET.

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Cost of road	\$91,054 66	Capital stock	\$50,000 00
Cost of equipment.....	21,150 78	Funded debt.....	50,000 00
Buildings	2,612 12	Floating debt.....	9,743 47
Bills receivable	373 33	Profit and loss	6,336 94
Profit and loss:			
Deficit from operation	889 52		
	\$116,080 41		\$116,080 41

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation	\$6,079 89	Interest on funded debt paid ..	\$3,500 00
Net amount realized from stock assessment	10,000 00	Other interest paid	2,940 78
		Reduction of floating debt.....	9,587 15
		Other expenditures	528 63

EARNINGS FROM OPERATION.

Items.	Actual Earnings.
Passenger revenue	\$16,348 85
Extra baggage and storage	116 50
Total passenger earnings	\$16,465 35
Freight revenue	2,137 64
Total passenger and freight earnings	\$18,602 99

OPERATING EXPENSES.

Items.	Amount.
Maintenance of way and structures	\$4,304 17
Maintenance of equipment	509 45
Conducting transportation	7,408 17
General expenses	886 60
Total	\$13,108 39

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Daily Compensation.
Secretary	1	\$360 00	\$1 00
Enginemen	1	1,215 45	3 33
Firemen	1	850 45	2 33
Conductors	1	912 50	2 50
Section foremen	1	842 40	2 70
Other trackmen	3	624 00	2 00
Totals	8	\$4,804 80	

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, Etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue	32,057	
Number of passengers carried one mile	368,655	
Average distance carried—miles	11½	
Total passenger revenue		\$16,348 85
Freight traffic:		
Number of tons carried of freight earning revenue	1,483	
Number of tons carried one mile	17,054	
Average distance haul of one ton—miles	11½	
Total freight revenue		2,137 64
Passenger and freight:		
Passenger and freight earnings		18,486 49

DESCRIPTION OF EQUIPMENT.

Locomotives: 2.
Cars in passenger service: 3.

MILEAGE OF ROAD OPERATED.

Length of single track, $11\frac{1}{2}$ miles of main line.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger locomotives consumed 365 cords of wood in running 25,185 miles.

ACCIDENTS.

One person was injured by falling from and being run over by a hand-car.

CHARACTERISTICS OF ROAD.

Visalia to Tulare: Length, $11\frac{1}{2}$ miles; number of curves, 4; aggregate length of curved lines, $\frac{1}{2}$ mile; length of straight track, 11 miles; length of level track, $11\frac{1}{2}$ miles.
Trestles: Aggregate length, 150 feet.
Gauge of track: 4 feet $8\frac{1}{2}$ inches.
Number of stations on all roads operated by this company in California: 2.

DESCRIPTION OF ROAD.

The road from Visalia to Tulare was opened for public use on October 22, 1888.

STATE OF CALIFORNIA, }
County of Tulare. } ss.

A. J. Harrell, Secretary and Superintendent of the Visalia and Tulare Railroad Company, being duly sworn, deposes and says that the statements, tables, and answers contained in the foregoing report have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

A. J. HARRELL.

Subscribed and sworn to before me, this tenth day of June, 1891.

[SEAL]

WM. H. HAMMOND,
Notary Public.

REDONDO RAILWAY COMPANY.

History.

1. Name of common carrier making this report: Redondo Railway Company.
2. Date of organization: April 1, 1889.
3. Under laws of what Government, State, or Territory organized: Laws of State of California.
4. Not a consolidated company.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
George J. Ainsworth.....	Redondo Beach.....	January 20, 1892.
J. C. Ainsworth.....	Oakland.....	January 20, 1892.
D. McFarland.....	Los Angeles.....	January 20, 1892.
L. T. Garnsey.....	Los Angeles.....	January 20, 1892.
W. H. Bonsall.....	Los Angeles.....	January 20, 1892.

Total number of stockholders at date of last election: 6.

Date of last meeting of stockholders for election of Directors: January 20, 1891.

Post Office address of general and operating offices: Redondo Beach, Cal.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board, and President.....	Geo. J. Ainsworth.....	Redondo Beach.
Vice-President.....	J. C. Ainsworth.....	Oakland.
Secretary and Treasurer.....	S. P. Rees.....	Redondo Beach.
Chief Engineer.....	L. Friel.....	Los Angeles.
General Solicitor, Attorney, or Counsel.....	Albert M. Stephens.....	Los Angeles.
Assistant Solicitor, Attorney, or Counsel.....	Sheldon Borden.....	Los Angeles.
Auditor.....	S. P. Rees.....	Los Angeles.
General Manager.....	Geo. J. Ainsworth.....	Redondo Beach.
Superintendent.....	James N. Sutton.....	Los Angeles.

PROPERTY OPERATED.

The Redondo Railway is operated from Redondo to Los Angeles, a distance of 17.7 miles.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—5,000 shares common.....	\$100 00	\$500,000 00	\$500,000 00

Manner of payment for capital stock: Issued for cash, 5,000 shares; total cash realized, \$291,500.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1890.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Loans and bills payable.....	\$27,500 00	Cash.....	\$5,450 56
Audited vouchers and accounts.....	9,912 21	Due from solvent companies and individuals.....	2,152 13
		Balance—floating debt.....	29,809 52
Total.....	\$37,412 21	Total.....	\$37,412 21

RECAPITULATION.

Accounts.	Total Amounts.	Miles.	Amount per Mile of Road.
Capital stock	\$291,500 00	17 $\frac{7}{16}$	{ \$16,468 90
Floating debt, balance of	29,809 52		
Totals	\$321,319 52	17 $\frac{7}{16}$	\$18,158 05

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures, not Operating Expenses.
Construction:	
Right of way	\$18,311 05
Fences	699 96
Grading and culverts	4,722 92
Rails	2,663 26
Ties	3,331 98
Other superstructure	2,108 41
Buildings, furniture, and fixtures	7,174 02
Shop machinery and tools	1,023 17
Engineering expenses	443 85
Interest and discount—account construction	1,066 52
Telegraph line	326 16
Sidings and yard extensions	993 21
Terminal facilities and elevators	10,000 00
Other items	9,768 23
Total construction	\$62,632 74
Equipment:	
Locomotives	\$19,548 00
Passenger cars	9,878 73
Combination cars	5,697 62
Freight cars	630 51
Other cars of all classes	251 16
Total equipment	\$36,006 02
Total construction and equipment	\$98,638 76

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1889.	Net Additions During Year.	Total Cost to Dec. 31, 1890.	Cost per Mile.
Construction:				
Right of way.....	\$683 33	\$18,311 05	\$18,994 38	
Fences.....		699 96	699 96	
Grading and bridge and culvert masonry.....	14,166 69	4,722 92	18,889 61	
Rails.....	61,867 83	2,663 26	64,531 09	
Ties.....	11,798 86	3,331 98	15,130 84	
Other superstructure.....		2,108 41	2,108 41	
Buildings, furniture, and fixtures	4,466 96	7,174 02	11,639 98	
Shop machinery and tools.....	1,351 86	1,023 17	2,375 03	
Engineering expenses.....	2,316 54	443 85	3,260 39	
Interest and discount—account construction.....	550 61	1,066 52	1,617 13	
Telegraph line.....	3,003 17	326 16	3,329 33	
Sidings and yard extensions.....	280 15	993 21	1,273 36	
Terminal facilities and elevators		10,000 00	10,000 00	
Purchase of constructed road.....	25,000 00		25,000 00	
Other items.....	6,375 45	9,768 23	16,143 68	
Total construction.....	\$132,360 45	\$62,632 74	\$194,993 19	\$11,016 00
Equipment:				
Locomotives.....	\$17,688 53	\$19,548 00	\$37,236 53	
Passenger cars.....	16,773 42	9,878 73	26,652 15	
Combination cars.....		5,697 62	5,697 62	
Freight cars.....	15,807 85	630 51	16,438 36	
Other cars of all classes.....	310 28	251 16	561 44	
Total equipment.....	\$50,580 08	\$36,006 02	\$86,586 10	\$4,891 00
Total cost construction and equipment.....	\$182,940 53	\$98,638 76	\$281,579 29	\$15,907 00

INCOME ACCOUNT.

Gross earnings from operation.....	\$25,797 04	\$60,964 83
Miscellaneous income—less expenses.....	35,167 79	
Total income.....		
Deductions from income:		
Operating expenses.....	\$39,016 43	40,435 67
Interest and discount on floating debt paid during year.....	39 96	
Taxes.....	1,209 79	
Other deductions.....	169 50	
Total deductions from income.....		
Net income.....		\$20,529 16
Surplus for year ending December 31, 1890.....		\$20,529 16

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

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DR.	GENERAL BALANCE SHEET.		CR.
Cost of road	\$194,993 19	Capital stock	\$291,500 00
Cost of equipment	86,586 10	Floating debt	37,412 21
Lands owned	49,247 37	Profit and loss:	
Cash items	5,465 56	Surplus from other business	
Accounts receivable	2,137 13	investments	34,403 53
Other assets	9,419 45		
Sundries	600 00		
Profit and loss:			
Deficit from operation	13,585 91		
Deficit from other business in-			
vestments	1,281 03		
	<u>\$363,315 74</u>		<u>\$363,315 74</u>

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Gross railroad earnings	\$25,797 04	Expense of transportation	\$39,382 95
Net amount realized from stock		Interest paid	39 95
issued	130,500 00	Taxes	1,209 79
Net increase floating debt	9,727 02	Permanent improvements	8,523 35
Net amount decrease of cash		Equipment	36,006 02
assets	1,748 09	Constructing new road	54,109 39
Receipts from other sources	1,126 49	Increase of cash assets	1,737 12
		Other expenditures	184 50
		Real estate	17,047 46
		Stores and materials	10,058 11
		Sundries	600 00
	<u>\$168,898 64</u>		<u>\$168,898 64</u>

EARNINGS FROM OPERATION.

Items.	Actual Earnings.
Passenger revenue	\$15,897 88
Freight revenue	9,799 77
Total passenger and freight earnings	<u>\$25,697 65</u>
Other earnings from operation:	
Telegraph	99 39
Other sources	1,126 49
Total gross earnings from operation	<u>\$26,923 53</u>

OPERATING EXPENSES.

Items.	Total.
Maintenance of way and structures:	
Repairs of roadway	\$4,853 89
Repairs of fences, road-crossings, signs, and cattle guards	6 75
Total	\$4,860 64
Maintenance of equipment:	
Repairs and renewals of locomotives	\$1,508 70
Repairs and renewals of passenger cars	831 17
Repairs and renewals of freight cars	86 10
Shop machinery, tools, etc.	1,023 17
Other expenses	10 30
Total	\$3,459 44
Conducting transportation:	
Wages of enginemen, firemen, and roundhousemen	\$5,181 21
Fuel for locomotives	5,638 23
Water supply for locomotives	332 37
All other supplies for locomotives	170 43
Wages of other trainmen	2,894 83
All other train supplies	130 41
Wages of switchmen, flagmen, and watchmen	1,292 34
Wages of station agents, clerks, and laborers	2,517 50
Station supplies	178 07
Loss and damage	1,680 44
Injuries to persons	1,220 00
Other expenses	1,138 33
Total	\$22,374 16
General expenses:	
Salaries of officers	\$2,902 43
Salaries of clerks	964 09
General office expenses and supplies	159 73
Advertising	756 06
Legal expenses	1,558 15
Stationery and printing	353 90
Other general expenses	1,664 36
Total	\$8,688 71
Recapitulation of expenses:	
Maintenance of way and structures	\$4,860 64
Maintenance of equipment	3,459 44
Conducting transportation	22,374 16
General expenses	8,688 71
Grand total	\$39,382 95

IMPORTANT CHANGES DURING THE YEAR.

Road extended from Carey's Junction to new depot in Los Angeles, distance about 1 mile; also added 2,140 feet of side track.

EMPLOYEES AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Daily Compensation.
General officers.....	3	\$3,100 00	\$8 60
General office clerks.....	2	1,680 00	4 38
Station agents and operators.....	2	1,920 00	5 33
Other station men.....	7	4,466 40	14 88
Enginemen.....	3	1,080 00	3 00
Firemen.....	3	2,340 00	6 50
Conductors.....	3	2,700 00	7 50
Other trainmen.....	3	2,160 00	6 00
Machinists.....	2	2,580 00	7 18
Carpenters.....	1	1,080 00	3 00
Other shopmen.....	5	2,400 00	6 66
Section foremen.....	3	2,460 00	6 83
Other trackmen.....	10	6,300 00	17 50
Switchmen, flagmen, and watchmen.....	2	1,560 00	4 33
Totals.....	49	\$35,826 40	-----

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue.....	28,048	
Total passenger revenue.....		\$15,897 88
Freight traffic:		
Total freight revenue.....		9,799 77
Passenger and freight:		
Passenger and freight earnings.....		25,697 65
Passenger and freight earnings per mile of road.....		1,451 85
Expense per mile of road.....		1,734 15
Total earnings per mile of road, including mails, express, etc.....		1,451 85
Train mileage:		
Miles run by passenger, freight, and mixed trains from August 1 to December 31, 1890.....	25,560	
Average number of tons of freight in train.....	60	
Average number of tons of freight in each loaded car...	10	

DESCRIPTION OF EQUIPMENT.

	Added During Year.	Total at End of Year.	With Train Brake.
Locomotives:			
Freight	2	2	2
Switching	1	2	2
Totals	3	4	4
Cars in passenger service:			
First class passenger cars		11	11
Combination passenger cars	3	3	3
Totals	3	14	14
Cars in freight service:			
Box cars	2	12	12
Flat cars		17	17
Totals	2	29	29
Cars in company's service:			
Caboose cars		1	1
Grand totals	8	48	48

The Westinghouse air brake is the kind of train brake in use.

MILEAGE OF ROAD OPERATED.

Length of single track, 17 $\frac{7}{8}$ miles; length of yard track, sidings, and spurs, 2 miles and 780 feet; aggregate length of all tracks, 19 miles and 4,476 feet; all equipped with steel rails.

RENEWALS OF RAILS AND TIES.

New rails laid during year, steel, 240 tons. Average price of rails at distributing point, steel, \$42 50 per ton.

New ties laid during year, 18,000 redwood and Oregon pine. Average price at distributing point, 30 cents each.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger, freight, switching, and construction locomotives, from August 1 to December 31, 1890, consumed 421 tons of coal in running 25,560 miles. The average cost of coal at distributing point is \$10 per ton.

ACCIDENTS.

The only accident was to a lady passenger, who was injured by jumping from a car while in motion.

CHARACTERISTICS OF ROAD.

Redondo to Los Angeles: Length, 104,796 feet; number of curves, 17; aggregate length of curved lines, 11,420 feet; length of straight track, 93,376 feet; length of level track, 22,000 feet; number of ascending grades, 23; sum of ascents, 271 feet; aggregate length of ascending grades, 39,700 feet; number of descending grades, 21; sum of descents, 162 feet; aggregate length of descending grades, 32,250 feet.

Trestles: Number, 1; length, 25 feet.

Gauge of track: 3 feet.

Telegraph: Owned by this company, 18 miles of line; operated by this company and Postal Telegraph Company.

Telephone: 2 miles of line.

Number of stations on all roads operated by this company in California: 4 regular and 6 flag stations.

LANDS OR PROPERTY, INCLUDING RIGHT OF WAY, DONATED BY STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS.

Individuals donated 110 acres of land; estimated value, \$32,000.

Corporations donated 56 lots in town of Redondo Beach; estimated value, \$22,000.

STATE OF CALIFORNIA, }
County of Los Angeles. } ss.

George J. Ainsworth, President of the Redondo Railway Company, and S. P. Rees, Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

GEORGE J. AINSWORTH.
S. P. REES.

Subscribed and sworn to before me, this sixth day of July, 1891.

[SEAL]

W. K. LENERIDGE,
Justice of the Peace.

SIERRA VALLEY AND MOHAWK RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Sierra Valley and Mohawk Railroad Company.
2. Date of organization: October 1, 1885.
3. Under laws of what Government, State, or Territory organized: Laws of State of California.
4. Not a consolidated company.
7. Never has been operated.

ORGANIZATION.

Names of Directors.	Post Office Address.
James T. Boyd	San Francisco.
R. D. Perry	San Francisco.
Charles Kohler	San Francisco.
J. Goldberg	San Francisco.
John McDonald	New York.

Total number of stockholders at date of last election: 5.

Date of last meeting of stockholders for election of Directors: Some time in 1887.

Post Office address of general and operating offices: San Francisco.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board, and President..	James T. Boyd	San Francisco.
Secretary and Treasurer	R. D. Perry	San Francisco.
Chief Engineer	Hubert E. Green	San Francisco.
General Manager	R. D. Perry	San Francisco.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.
Capital stock	\$100 00	\$1,000,000 00

FUNDED DEBT.

Class of Bond or Obligation.	Amount of Authorized Issue.	Amount Issued and now Outstanding.
First mortgage	\$350,000 00	\$150,000 00

The road has been foreclosed.

BONDS OWNED.

Name.	Total Amount Held.
Agissig & Shaw	\$50,000 00
Charles M. Fay	28,000 00
A. F. Higgins	10,000 00
Treadwell Cleveland	10,000 00
W. A. Hamilton	4,000 00
James T. Boyd	5,000 00
R. D. Perry	16,000 00
Charles Kohler	2,500 00
Jacob Goldberg	1,250 00

STATE OF CALIFORNIA, }
County of San Francisco. } ss.

R. D. Perry, Secretary and Treasurer of the Sierra Valley and Mohawk Railroad Company, being duly sworn, deposes and says that the statements, tables, and answers contained in the foregoing have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

R. D. PERRY,
Secretary and Treasurer.

SAN DIEGO, CUYAMACA, AND EASTERN RAILWAY COMPANY.

HISTORY.

1. Name of common carrier making this report: San Diego, Cuyamaca, and Eastern Railway Company.
2. Date of organization: March 6, 1888.
3. Under laws of what Government, State, or Territory organized: Laws of State of California.

ORGANIZATION.

Names of Directors.	Post Office Address.
R. W. Waterman	San Diego, Cal.
W. S. Waterman	San Diego, Cal.
G. J. Leavy	San Diego, Cal.
S. M. Marshall	San Diego, Cal.
Robt. Allison	San Diego, Cal.
Jos. Allison	San Diego, Cal.
I. M. Merrill	San Diego, Cal.

Total number of stockholders at date of last election: 7.

Post Office address of general and operating offices: San Diego, Cal.

OFFICERS.

Title.	Name.	Location of Office.
President	R. W. Waterman	San Diego, Cal.
Secretary and Treasurer	W. S. Waterman	San Diego, Cal.
Auditor	W. H. Kitto	San Diego, Cal.
General Manager	W. S. Waterman	San Diego, Cal.
Superintendent and General Passenger, Ticket, and Freight Agent	A. E. Kenney	San Diego, Cal.

PROPERTY OPERATED.

The San Diego, Cuyamaca, and Eastern Railway is operated from San Diego to Foster, a distance of 26 miles.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common	\$100 00	\$7,000,000 00	\$769,000 00

FUNDED DEBT.

Class of Bond or Obligation.	Amount Issued and now Out- standing.	Rate of Interest.	Interest Accrued During Year.
First mortgage—Issued July 1, 1888; due July 1, 1918	\$550,000 00	6 percent, semi-annual	\$33,000 00

Bonds and stock are held by the same parties.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1890.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Loans and bills payable.....	\$17,684 22	Cash.....	\$110 00
Audited vouchers and accounts..	48,181 41	Bills receivable.....	61,900 00
		Due from agents.....	1,001 22
		Due from solvent companies and individuals.....	2,754 41
Total	\$65,865 63	Total	\$65,865 63

RECAPITULATION.

Accounts.	Total Amount.	Miles.	Amount per Mile of Road.
Capital stock	\$769,000 00	28	\$21,115 40

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1890.
Construction	\$550,000 00
Equipment:	
Locomotives	\$8,485 00
Passenger cars	4,000 00
Other cars of all classes	4,950 00
Total equipment	\$17,435 00
Total cost of construction and equipment	\$567,435 00

This road was built under contract with a construction company, for which stock and bonds were issued.

INCOME ACCOUNT.

Gross earnings from operation	\$46,213 32
Less operating expenses	38,383 56
Income from operation	\$7,829 76

DR.	GENERAL BALANCE SHEET.		CR.
Cost of road	\$567,435 00	Capital stock	\$550,000 00
		Profit and loss:	
		Surplus from operation.....	7,829 76

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation.....	\$7,829 76	Increase of other assets.....	\$7,829 76

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

EARNINGS FROM OPERATION.

Items.	Actual Earnings.
Passenger revenue	\$18,585 42
Other items	648 07
Total passenger earnings	\$19,233 49
Freight revenue	26,979 83
Total passenger and freight earnings	\$46,213 32

OPERATING EXPENSES.

Items.	Total.
Maintenance of way and structures	\$11,357 44
Maintenance of equipment	2,210 15
Conducting transportation	22,238 54
General expenses	2,577 43
Total	\$38,383 56
Percentage of operating expenses to earnings	83

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.
Station agents	4	\$22,714 87
Other station men	1	
Enginemen	1	
Firemen	1	
Conductors	1	
Other trainmen	2	
Carpenters	1	
Section foremen	4	
Other trackmen	12	
Totals	27	\$22,714 87

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue	37,171	
Number of passengers carried one mile	619,514	
Average distance carried—miles	18	
Total passenger revenue		\$18,585 42
Amount received from each passenger		50
Average receipts per passenger per mile		03
Freight traffic:		
Number of tons carried of freight earning revenue	27,295	
Number of tons carried one mile	327,540	
Average distance haul of one ton—miles	15	
Total freight revenue		26,979 83
Amount received for each ton of freight		1 50
Average receipts per ton per mile		10
Passenger and freight:		
Passenger and freight earnings		45,565 25
Total earnings per mile of road, including mails, express, etc.		46,213 32
Total mileage trains earning revenue	43,757	

FREIGHT TRAFFIC MOVEMENT—(Company's material excluded).

Commodities.	Originating on this Road.	Total Tons.
Products of agriculture:		
Grain	1,680	
Flour	150	
Other mill products	50	
Hay	1,680	
Fruit and vegetables	1,440	
Raisins	1,500	
Products of animals:		6,500
Live stock	7	
Dressed meats	5	
Wool	2	
Honey	54	
Products of mines:		68
Bituminous coal	30	
Stone, sand, and other like articles	12,372	
Products of forest:		12,402
Lumber	2,180	
Wood	140	
Manufactures:		2,300
Petroleum and other oils	35	
Iron and hardware	300	
Other castings and machinery	100	
Cement, brick, and lime	150	
Agricultural implements	75	
Wagons, carriages, tools, etc.	25	
Wines, liquors, and beers	90	
Household goods and furniture	75	
Merchandise	5,175	850
		5,175
Total tonnage		27,292

DESCRIPTION OF EQUIPMENT.

	Total at End of Year.
Locomotives:	
Passenger	1
Cars in passenger service:	
First class passenger cars	1
Combination passenger cars	1
Other cars in passenger service	3
Total	5
Cars in freight service:	
Box cars	6
Flat cars	8
Total	14
Grand total	20

MILEAGE OF ROAD OPERATED.

Length of single track, 25 $\frac{37}{100}$ miles; length of yard track, sidings, and spurs, 4,710 feet; aggregate length of all tracks, 26 miles.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger, freight, and switching locomotives consumed 1,070 tons of coal in running 43,757 miles. The average cost of coal at distributing points is \$9 50 per ton.

CHARACTERISTICS OF ROAD.

San Diego to Foster: Length, 25.37 miles; number of curves, 51; aggregate length of curved lines, 6.463 miles; length of straight track, 18.907 miles; length of level track, 5.53 miles; number of ascending grades, 65; sum of ascents, 2,135 feet; aggregate length of ascending grades, 12.955 miles; number of descending grades, 42; sum of descents, 431.15 feet; aggregate length of descending grades, 6.897 miles.

Bridges: Wooden, 30.

Trestles: Aggregate length, 1,670 feet.

Gauge of track: Standard.

Telegraph: Operated by this company, 22 miles of line.

Number of stations on all roads operated by this company in California: 4.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From San Diego to Lakeside	April 1, 1889.
From Lakeside to Foster	Feb. 13, 1890.

STATE OF CALIFORNIA, }
County of San Diego. } ss.

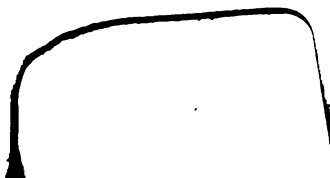
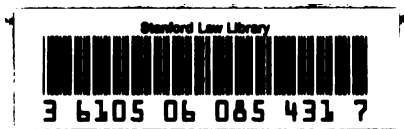
Waldo S. Waterman, Secretary and Treasurer of the San Diego, Cuyamaca, and Eastern Railway Company, and Acting President of the said company, being duly sworn, deposes and says that the statements, tables, and answers contained in the foregoing have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

WALDO S. WATERMAN,
Acting President.

Subscribed and sworn to before me, this nineteenth day of June, 1891.

[SEAL]

F. P. BRUNER,
Notary Public.



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